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Is the Future Klear?

By SAMI correspondents

Following our story last month on the demise of the legendary Johnson's Klear we have received a spate of letters and emails discussing the matter, some of which seem to contradict each other, and as we are an international magazine, and this is clearly a matter of concern on both sides of the Atlantic it seems moot to set the record as straight as we possibly can.

Here, then, are a couple of the letters received that seem to sum up the situation as a whole:

Having read your item regarding the demise of the much loved product Johnson's Klear in June's SAMI, I decided to contact SC Johnson to get the latest from the horse's mouth so to speak, the reply I received is as follows:

'Dear Mr Hughes
Thank you for your email regarding Klear.
I am sorry to say that this product was discontinued and is therefore no longer available in stores. Your interest will be logged so that our marketing department are aware that there is still a demand for this product.
We have launched a new product, which works in a similar nature to Klear, called Pledge Multi-Surface Wax. This new product can be used either the same way as Klear or its improved formula can now be used as a cleaning agent if diluted. Multi-Surface Wax is now self sensitive which means that wax will not build up over time.
As it's a new product, it should be readily available.
Thank you very much for taking the time to contact us.

Yours Sincerely

Martin Wilkins
Customer Service Supervisor
SC Johnson'

However, my local superstore still had a good supply of the old stuff as at 24/05/09, and I proceeded to purchase 5 bottles (for posterity of course!) so, despite the official stance regarding Klear you may still be able to get a bottle or five in your gunsights - happy hunting!

Regards

Paul Hughes.
Swansea

Thus the response in the UK. In the US the response has been the following:

In regards to the article in the June issue of Scale Aviation Modeller International about Klear/Future being discontinued, one of the members of my club (IPMS Northern Virginia) sent an email to the Consumer Products division of SC Johnson, asking if the product was being reformulated/discontinued. Here is the reply he received

Dear Sir
Thanks for letting us know how much you enjoy using Future® Floor Finish. In November of 2007, Future® Floor Finish was renamed to Pledge® Premium Floor Finish with Future® Shine. It's the same great Future® formula, now just under the Pledge® name. Please be assured this product is still being manufactured and distributed, and that I will share your interest with the brand team.

Regards
Amy
Consumer Relationship Center
SC Johnson

A puzzle, eh? The discontinuance may be just in the UK and/or Europe, or Amy may have not gotten the word yet. Anyway, I wanted to pass this along to you in case your source was in error. For the time being in the US, Future/Klear is still available although just in case, I went out and bought two more bottles.

Tim Barb
IPMS Northern Virginia
Springfield, VA

So, as far as we can make out, the UK product Klear is definitively no more, and the product it has been replaced with has new packaging and a new formula. This, then, means that any bottle of Klear still on the shelves is the real thing, and may be used as such. In the US, the product formerly known as Future has been renamed, but the formula remains unchanged. Personally I'd test it thoroughly before I let it anywhere near a model I'd sweated blood over, but in the meantime one can assume that as with Klear, any bottle still labelled Future is indeed the product we know and love.

Thanks to everyone for their feedback on this very important matter. For many of us Klear/Future is an integral part of our modelling, and we in the UK will certainly feel the pinch once supplies run out.

On a final note, we would like to thank Group Editor Neil Robinson for drawing the matter to our attention in the first place, and would like to ask him if, with the recent rush on some of their products, the soaring price of his shares in SC Johnson have in anyway replaced the hole his reckless expenditure on Spitfire books at Hendon has left in his pension plans?

SAMI

Gary Hatcher
Editor, Scale Aviation Modeller

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A50105 100 YEARS OF NAVAL AVIATION
2009 marks the Centenary Year of Naval Aviation. It was on 7th May 1909 that the Admiralty first set aside £35,000 for the development of an airship, beginning a process that was to lead to the formation of the Fleet Air Arm as we know it today.
Those hundred years have seen a breathtaking development from flimsy aircraft that struggled to leave the ground, to the supersonic jets and highly complex helicopters of today.
This collection from Airfix contains model kits of five of the most famous Royal Naval aircraft, as well as a booklet describing the history of the famous actions they took part in. Paints, adhesive and brushes included. Age 8+
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Lots of interesting developments this month, not the least of which was that the sun finally deigned to put in an appearance just in time for the Hendon show, which was a great day out for all those who made it – see elsewhere this issue for a brief resume. More serious ramifications of this, of course, are the inroads good weather will make into available modelling time, as matters of horticulture threaten to take precedence. The Editor tells us he has had a prefabricated vinyl shed in his passage* for the last year or so awaiting assembly, and that the base has been down awaiting the superstructure since last August. In this, at least, the widely differing disciplines of gardening and modelling now find a tidy juxtaposition, in that both have expensive partially-built projects underway, none of which are ever likely to get completed.

He tells us that as soon as a dry window appears in his schedule he will attend to the matter, but in the meantime, those rare moments unburdened by either husbandry or editorial commitments will continue to be spent at the workbench.

He prays, he tells us, that the rain may continue. Here is the News:

*Note to overseas readers – 'passage' refers to external access to the back garden area, not the Editorial larynx

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw
June 2009
Mr Gunn, UK – Kit
Mr Pollitt, UK – Kit
Mr Kehoe, Ireland – Kit
Entry to the monthly prize draw is FREE to all subscribers.

Need for Speed

AEROTECH

Aerotech are still working on getting the first Supermarine S.6 built and now hope to have the kit ready for release in early June. In the meantime they have exciting news for fans of classic aircraft in the larger scale with the announcement of three new kits in the forthcoming releases schedule, these being AT32018 Ryan NYP Spirit of St Louis, AT32019 Speed Spitfire, and AT32020 Curtiss R3C-2.

CMR have previously kitted the elegant Speed Spitfire in 1/72. The machine was designed as a contender for a world air speed record, and was modified from an existing machine in 1938, but the attempt was thwarted when successful attempts by the Messerschmitt Me 209 raised the bar too high for this airframe.
● SAMI

MIRAGE

Next release from Mirage will be the long-awaited Halberstadt Cl.II 'Early version' (#481306/€39.00).
● SAMI

Ozmods

OZMODS

Another Hawk to add to the T.1 release we have still not managed to get our hands on. UK importer Freightdog sell them as fast as they come in, and we presume this follow up, the T.2, will be as popular.
● SAMI

ABC Warriors

AVIS

We don't seem to hear much about this manufacturer often, which is a shame as there are clearly some interesting kits going on in 1/72 that we should be reporting. Since we managed to lay hands on a Henschel Hs 123 there seem to be no end of early Bf 109s to catch up with, and with three new additions to the range this month, the collection is looking impressive. Latest release is the Bf-109 D-1 (#72010/US$14.60), a type seriously under-kitted in this scale.

Developed from the V10 and V13 prototypes, the 'Dora' was the standard version of the Bf 109 in service with the Luftwaffe during the period just before World War II. Despite this, the type saw only limited service during the war, as all of the 235 machines still in service at the beginning of the Polish campaign were rapidly taken out of service and replaced by the Bf 109E, except in some night fighter units, where some examples were used into early 1940. Variants included D-0 and D-1 Models, both with a Junkers Jumo 210D engine and armed with two wing-mounted and two nose-mounted 7.92 mm MG 17s. The D-2 was an experimental version with an engine mounted machine gun but this installation failed again. The D-3 was similar to the C-3 with two 20 mm MG FFs in the wings. A total of 647 Bf 109D of all versions were built by Focke-Wulf, Erla, Fieseler, Arado and AGO.

The Avis line-up of injection-moulded Bf 109s in 1/72 now includes:

- AV72007 Messerschmitt Bf-109 A $14.60
- AV72009 Messerschmitt Bf-109 B-1 $14.60
- AV72010 Messerschmitt Bf-109 D-1 $14.60
- AV72011 Messerschmitt Bf-109 C-3 $14.60
- AV72012 Messerschmitt Bf-109 C-1 $14.60

● SAMI

Alphabet Soup

AZ MODELS

AZ Models continue to release some excellent injection moulded kits in both 1/72 and 1/48, and the inclusion in the programme of a number of former Sword toolings – some hitherto unreleased – has seen quite a turnover. New to the line-up in 1/48 are the Gosling and the Skyhawk, while the Tunnan was reported here previously. Due soon, then, in 1/48 are:

- #4830 Kugisho OHKA Model 11
- #4833 Kawasaki Ki-48-I Lily
- #4834 SAAB J 29 Tunnan
- #4835 Grumman Gosling
- #4836 TA-4H/K Skyhawk

● SAMI

Horse on Course

ANIGRAND

Anigrand advise us that as from the end of May both the 1/144 Martin XB-33A Super Marauder and the Consolidated B-32 Dominator have been released. Future items announced in this scale for the short term future look very exciting – especially for RAF fans – as they include a Hawker

Siddeley Nimrod MR.2 and a Handley Page Victor K.2 as well as a Nakajima G5N and a Boeing C-17B Advanced Globemaster III. In 1/72 the Yakovlev Yak-24 Horse is also on the cards.

There are some here anxious to see the new 1/144 RAF types – and even more anxious to see what the three little bonus kits might be.

● SAMI

Frrom

FRROM

The first three releases we received last year from Frrom covered interesting and under-exposed types, and will have filled gaps in many modeller's collections. The latest three will no doubt prove of equal interest to many. Kits are 1/72 injection-moulded packages and previous releases were broadly similar to the Azur/MPM style of package. New releases are:

- Frrom FR006 1:72 Nakajima KO-4: Japan and Siam £TBC
- Frrom FR007 1:72 Nieuport NiD 29 Sweden, Italy and Spain £TBC
- Frrom FR008 1:72 Nieuport NiD 29 France and Belgium £TBC

The KO-4 is the Nakajima version of the French NiD 29 fighter, which replaced the Spad XIII after the end of WWI. 600 were built in Japan. Siam operated forty of the type, some bought from France and others built under licence.

● SAMI

Yeovilton

Fly Navy 100!

RNAS Yeovilton will be celebrating 100 years of Naval Aviation at its annual Air Day on Saturday 11th July with an expected audience of over 35,000 people. This significant milestone will be marked within Air Day's extensive flying and static displays.

The centrepiece of this year's flying display will be a mass flypast of up to fifty current naval aircraft and their historic counterparts. Types such as the Fairey Swordfish, the Hawker Sea Fury and the world's only flying example of a de Havilland Sea Vixen will take to the skies, evoking nostalgic memories of 100 years of Naval flying in service to the nation. Their modern equivalents like the iconic Harrier and the Lynx and Sea King helicopters operated by resident squadrons will complement the older types, demonstrating the capabilities currently in extensive use around the world.

The Fleet Air Arm Museum will also be open on Air Day with a 25% discount to Air Day ticketholders.

Tickets are available from the website at www.yeoviltonairday.co.uk or telephone 08445 781 781

● SAMI

ON THE SIDE

Twin Boom Town

CMR

Venoms, Venoms, and more Venoms up from CMR, with three pugnacious variants new to the website, and given the thoroughness with which the company are wont to tackle a subject it is inconceivable that there won't be more to follow. New kits include the de Havilland Venom Mk 1R (#205/£TBC), the Venom Mk 1 (#206/£TBC) and the de Havilland Venom Mk 4 (#207/£TBC).

● SAMI

A MODEL

As reported in a previous bulletin, we are to be blessed with more 1/144 Canberras to add to the OzMods issues, and Amodel's boxart is now Online, suggesting that it may not be as far distant as we had hitherto believed. Lookout, then for their EE Canberra Mk 20/B Mk 62 (#14428/£TBC), including markings for an Argentinian operated machine.

● SAMI

ON THE SIDE

Sharp Intakes

RETROKIT

Readers will recall we are in the habit of reporting interesting and important accessories in 1/144, largely due to the scarcity, and frequently the obscurity of such items. One forthcoming release we are very excited to learn of, and one that will certainly be seen on sale at shows around the country is Retrokit's much-needed set of Harrier air intakes with partially dropped auxiliary doors. This is the only flaw in Revell's delightful little kit, and with the arrival of these, together with spare weapons and decals from other sources, the enthusiast for all things small can now get down to some serious scaling down in the matter of Harriers, without slicing off any of the many, many thumbs involved in gouging out auxiliary doors in a piece of plastic this size. Thank you Retrokit!

Also due soon are some Hawkeye wingfolds, and a conversion set for the Revell kit. Retrokit's plans look good. Watch this space.

- RW44001 8-blade Hamilton NSP2000 Propellers
- RW44002 coming soon... Harrier air intakes with partially opened auxiliary intakes
- RW44003 coming soon... E-2 Hawkeye folded wings set
- RW44004 coming soon... E-2A Hawkeye conversion kit

● SAMI

RODEN

Roden have been besieged with queries regarding the 1/32 D.H.2, and are pleased to announce the kit will be available from May.

● SAMI

Roc in Stock

MPM

Once again we are listing MPM and Special Hobby kits together, as they all come rolling in on the same press releases, and tend to arrive at the same time. Lots of new material out in the last couple of months, and of note for future release is the promise of further versions of the well-received 1/72 Boston/Havoc tool. Look out next for the A-20B Havoc (#72557/£TBC) with more to follow. Currently under manufacture are parts for the Havoc NF Mk II, and the A-20C will follow in due course.

Recent new releases are as follows:

1/72

SH72141 Blackburn Roc Mk I

Decals offer four different aircraft. One in natural metal finish, two camouflaged machines, and one with Finnish markings, one of a number due to be shipped to Finland during the Winter War. Who knows what the Finns might have made of the type!

SH72154 Sea Harrier FA.2 'Hi-Tech'

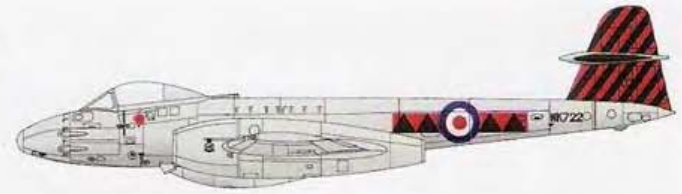
This revised issue of the tool released originally by Xtrakit includes resin and photo-etched parts. Decals included offer three aircraft including the 25th anniversary machine with blue upper and white undersurfaces.

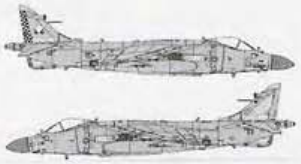
SH72179 SB2A-3 Buccaneer

The Buccaneer was developed by Brewster according to US Navy specifications, but lost out to the SB2C Helldiver. Despite this, over a thousand aircraft saw service in non-combat roles. Decals included offer markings for three US Navy SB2A-3 machines operating from the US mainland.

SH72186 Heinkel He 59C-2 Red Cross

Highly limited series of 500 pieces. The type operated rescue missions over the Channel and the Baltic, and ironically one of the best-documented combats involving the Blackburn Roc was against a He 59. The manufacturers have missed a real opportunity here. Just think what a Dogfight-Double they could have made...





SH72187 UC-85

UC-85 was the designation of the sole Lockheed Orion in USAAF service. This machine served with military markings up to 1945 for transport and cargo flights over the USA.

#72531 Gloster Meteor F Mk 8 1/72 'Hi-Tech'

This reissued kit, under the MPM branding, offers a huge decal sheet including markings for three air forces, and features new resin parts for the interior, wheel wells and additional details, as well as colour photo-etched parts.

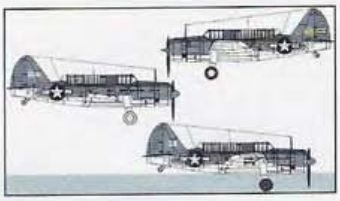
1/48

SH48093 Heinkel He 178 V2 1/48

The Heinkel He 178 with retractable undercarriage and longer wing is the subject of this kit. It contains two sprues of plastic parts, injected canopy, resin and photo-etched details and decals for the prototype.

SH48095 VR-3 Czechoslovakian Fa 223 Drache

When the war ended two Fa 223 Drache helicopters were assembled from spares in Czechoslovakia. The machines were tested by both the air force and police. Designated VR-3 in Czechoslovakia, among other duties it was used for traffic handling in Prague, the first ever such use of a rotor-powered aircraft.



1/32

SH32029 X-15-1 Eight XLR-11 Engines

Since the originally chosen XLR-99 engine was not ready during the first trials the X-15 was powered initially by this battery of engines. Continuing the line, Special Hobby's kit of this short version contains resin and photo-etched parts as well as a ground dolly.

● SAMI

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ON THE SIDE

Fujimi

FUJIMI

Modelwholesale UK Ltd has announced the re-release of a number of the 1/72 Fujimi kits, and while these are by no means new toolings, their reissue will be welcomed by many as they are well-respected toolings, and the E16A1 with its catapult is particularly worth getting hold of.

New or New to UK items due back in stock are:

- Mitsubishi Type Zero Observation Seaplane F1M2 Pete (#72046/£12.45)
- Aichi E16A1 Seaplane Zuiun 634th Sqd. with Catapult (#722160/£28.95)
- UH-60J Black Hawk (#35131/£12.95)
- F7U-3 Cutlass VF-124/D (#72010/£12.95

Also of note are the Hobby Decal dry transfer sets for the Phantom FG.1in both 1/72 and 1/48. A well established medium for armour modellers, it's nice to see this range available in the UK. Items currently listed are:

- Phantom FG.1 892 NAS HMS Ark 1/72 (#72007/£16.95)
- Phantom FG.1 892 NAS HMS Ark 1/48 (#48007/£19.95)

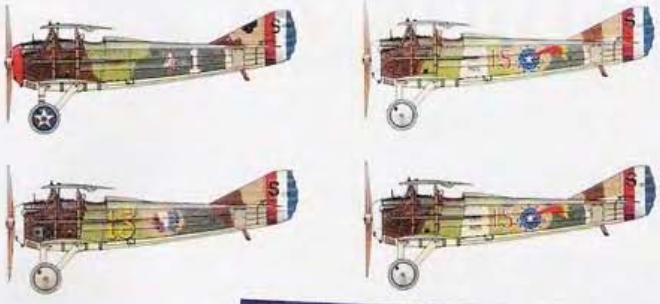
SAMI

Double Top

EDUARD

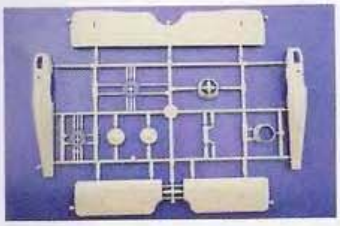
Due soon from Eduard in 1/48 will be a very nice double boxing of the Spad XIII billed as the 'American Eagles Dual Combo' (#1142/£TBC). Markings provided will allow four aircraft to be built, all operating in the Autumn of 1918, and include the aircraft of Edward V. Rickenbacker and Frank Luke, both of whom are the subjects of resin figures included as bonuses with the kit.

Looking ahead in 1/48 Eduard have announced the first of the Bf 110G kits – the G-2 – for a June release, with the G-4 to follow shortly. Even more exciting is the arrival on their website of first definite indications that the long-awaited Fw 190D family is due to arrive. The Fw 190D-9 Profipack will be the first in the series. Also on the cards is a limited edition release of the standard 190 kit as a Fw 190A-6/8 *Nachtjäger*, while another interesting limited edition will see the return of



Eduard's excellent boxing of the Airfix 1/48 Spitfire Mk 22/24.

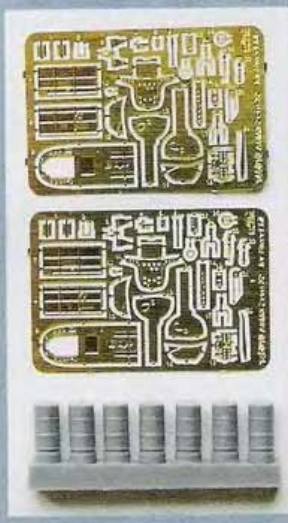
SAMI



Little Big News

GRIFFON

What Scaling Down did next... Here we have it at last! Complete etched detail sets for those superb Sweet and Platz kits in 1/144! Unbelievable detail in a medium whose light weight and strength lends itself to 1/144. Let us hope this is the thin end of the wedge! Available now via Modelimex:



GRIF14510

- 1/144 A6M3 Zero 32 etched detail set for Sweet kit
  Pack covers two aircraft €8.00

GRIF14505

- 1/144 Fw190D Dora etched detail set for Platz kit
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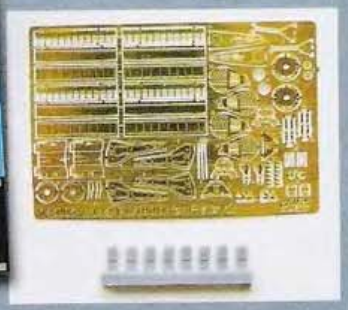

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ON THE SIDE

Out of the Bag

HOBBYBOSS

Two new releases stepping up to the plate in the HobbyBoss 1/48 range are the A-7A Corsair II (#80342/£TBC) and the F6F-3 Hellcat Early Version (#80338/£TBC). The Hellcat looks very interesting in the CAD drawings, and seems to have a built-in wingfold option – something that suits the type particularly well, and will look very nice alongside their Avenger.

SAMI

Vector Detector

VECTOR

LaGG-3s are not the only kits Vector have to offer. New from this source is an all-new resin tooling in 1/48 of the Henschel Hs 126 reconnaissance plane, and a look at the parts on UK stockists Parade Figures' website suggests it will build up into an exquisite replica. The kit includes full engine and cockpit detail, together with markings for seven aircraft. Price is £80.00.

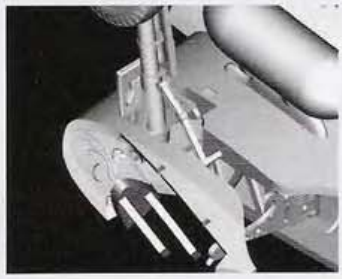
SAMI

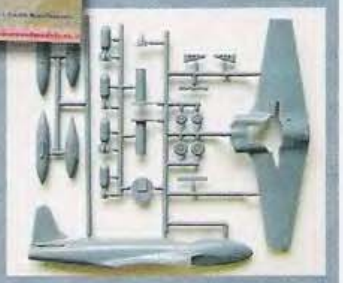
Star Turns

SWORD

Those Shooting Stars seem to be up and coming at last, and with the Czech Model kit catering for those with larger tastes, some new 1/72 kits are long overdue. Items now on finials are the P-80 Shooting Star (#7225/ £TBC) and the RF-80 (#7226/ £TBC). UK importer is Hannants.

SAMI





Tamiya

TAMIYA

Three new issues have been announced by Tamiya in 1/48. First up is a reboxing of the recent Italeri BAe Hawk, and this will come out as a Swiss Hawk Mk 66, with a couple of metal pilot figures that can be used to add nose weight. Five decal options are included, but as yet no further details are available.

Also – presumably using the Italeri tooling recently released here - the Reggiane Re.2002 is joining the range, along with a boxing of the de Havilland Mosquito NF Mk II packaged with a

Standard Tilly British Light Utility Car. Nice little model that – it's going to get everywhere!

SAMI

ON THE SIDE

Valom

VALOM

New items from Valom:

- # 72022 Bell YFM-1A
- # 72050 Martin B-26B Marauder 'Luftwaffe'
- # DSV02 Engine set for Tamiya Mosquito B Mk IX, B Mk XVI and PR.34

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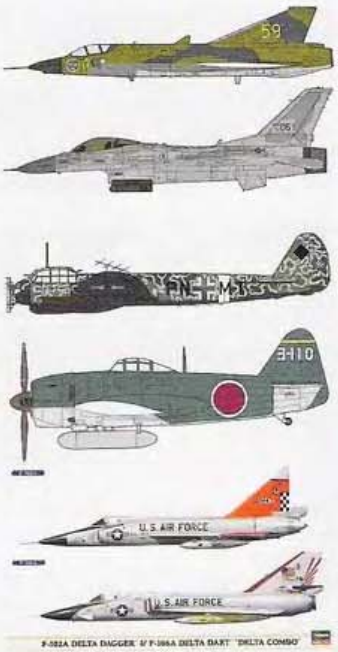
Hasegawa

HASEGAWA

More excellent reissues from the Hasegawa machine this month, as well as the promise of a 1/32 Ki-44 Shoki in the third quarter of 2009. Latest kits available will be:

- 09848 1/48 KF-16C Fighting Falcon Korean Air Force
- 09870 1/48 Kawanishi N1K1-Ja Shiden (George) Type 11 KOH Yokosuka Flying Group
- 09871 1/48 Bf 109F-4 Trop 'Marseille'
- 09872 1/48 S 35E/RF 35 Draken Reconnaissance Version
- 00962 1/72 F-102A & F-106A Delta Combo (Two kits in the box)
- 00963 1/72 Ju 88A-6/U KG54
- TH13 Egg Plane T-4 Blue Impulse
- X48-15 1/48 Isuzu TX40 Type 97 Truck

SAMI

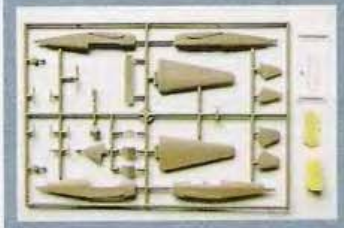


RS Models

RS MODELS

The next 1/72 release from RS is a double kit featuring the Zlin-XIII and the Zlin-XII Prototype (#9243/£TBC).

SAMI



580 MODELLERS

Voodo magic! Silver machines on the host club's stand

Small but Perfectly Formed Potteries Model Show, 10th May 2009

by Geoff Cooper-Smith

Held later than usual to try and avoid the clash with either Mothering Sunday or Easter, the only downside was that the IPMS Gloucester show, which 580 Modellers have also attended in the past, was on the same day; hopefully this can be resolved next year.

The show itself was once again oversubscribed. Despite this there was a 'no show' in a very prominent location – the main entrance foyer opposite the host club, but 580 Modellers were able to fill the hole with a couple of spare cloths (held for just such an eventuality), unboxing some spare models, spreading those we had across the two tables and placing those items for sale on top of the table instead of underneath. There was the usual mix of clubs and traders, including a whole room devoted to a most impressive WWII battlefield wargame, and a competition room. The competition had what must have been one of the best prizes at any show this year of £150 for the senior best in show, courtesy of modelhobbies.co.uk, one of the larger Internet based retailers based in Stoke.

Although the footfall was steady the punters appeared to be in acquisitive mood as some of the items which have hung around under the 580 stand for eons were actually sold. The bargains of the day both came from traders; first was the offer of all Airfix 1/48 Canberra kits (including even the more recent PR.9 and B-57 releases) for £20; second was the offer of 21st Century Toys 1/32 WWII aircraft for around £8.

The main hall providing the usual mix of traders and exhibitors

Although probably one of the smallest shows attended by 580 Modellers, Meir Model Club are to be congratulated on a show which in many respects could be considered a lesson to others; the provision of a full menu of refreshments throughout set-up, rather than from when the doors open, is recommended to all show organisers!

You can contact 580 Modellers on 07825 704996 or email 580Modellers@googlemail.com

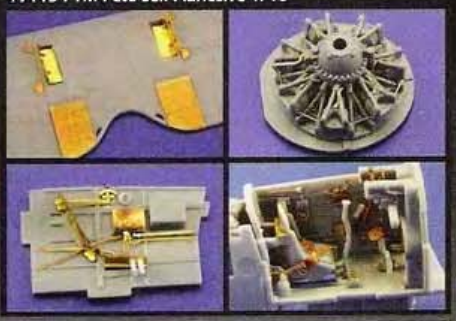
Wombourne won best stand and amongst their display was that unfeasible contraption the Editor constantly harps on about, the Blackburn Blackburn

eduard

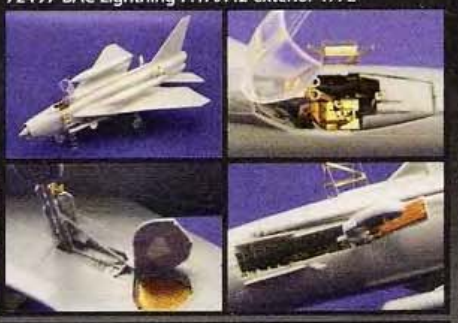
BEST BRASS AROUND

49444+FE444 A6M2-K Self Adhesive 1/48

49445 F1M Pete Self Adhesive 1/48



72497 BAC Lightning F.1A/F.2 exterior 1/72



SS340 BAC Lightning F.1A Self Adhesive 1/72

73315+SS315 Gannet AS.Mk.1/4 Self Adhesive 1/72

48610 F-105D/G exterior 1/48

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36075	M-1128 MGS mounted rack and belts	AFV £14.50
48617	Mosquito B Mk.IV exterior	REV £15.50
48619	F-22 ladder	ACA £7.99
48620	F-22 surface panels	ACA £21.50
48622	F-22 exterior	ACA £18.50
49438	Mosquito B Mk.IV interior S.A.	REV £16.50
49439	F-105G interior S.A.	HBS £16.50
49442	F-22 interior S.A.	ACA £14.50
49443	F-22 bomb bay	ACA £21.50
53038	S-100 Schnellboot 1/35	ITA £37.50
53039	S-100 Schnellboot guns 1/35	ITA £21.50
73328	B-25H interior S.A.	HAS £18.50
73330	AH-64A S.A.	HBS £15.50
33023	F-14A interior S.A. 1/32	TAM £14.50
33025	F/A-18 inerior S.A. 1/32	ACA £14.50
33036	P-51D interior S.A. 1/32	TRU £12.50
FE438	Mosquito B Mk.IV interior S.A.	REV £9.00
FE439	F-105G interior S.A.	HBS £9.00
FE442	F-22 interior S.A.	ACA £9.00
SS328	B-25H interior S.A.	HAS £7.99
SS330	AH-64A S.A.	HBS £7.99
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BIG4916	Il-10/Avia B-33 1/48	SPE £27.50
BIG7249	CH-47D 1/72	TRU £47.50
8047	Pfalz D.IIIa DUAL COMBO	PROFI £24.50
1142	Spad XIII American Eagles DUAL COMBO	LTD £47.50
8473	P-39Q Airacobra	W/END £12.50

JULY 09

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32231	BAC Lightning ladder	TRU £15.50
36076	M-1134 ATGM	TRU £21.50
36077	M-706 CAR	HBS £18.50
48623	A6M2-K landing flaps	HAS £12.50
49435	Airacobra Mk.I S.A.	HAS £15.50
49444	A6M2-K S.A.	HAS £15.50
49445	F1M Pete S.A.	HAS £15.50
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53041	Fletcher 1942 railings 1/144	REV £34.99
53044	Fletcher 1942 weapons 1/144	REV £21.50
72496	BAC Lightning ladder	TRU £11.00
72497	BAC Lightning F.1A/F.2 exterior	TRU £14.50
33026	P-47D-25 interior S.A. 1/32	HAS £15.50
33027	F-4E interior S.A. 1/32	TAM £12.50
FE435	Airacobra Mk.I S.A.	HAS £9.00
FE444	A6M2-K S.A.	HAS £12.50
FE445	F1M Pete S.A.	HAS £9.00
FE446	Bf 110E Weekend	EDU £12.50
FE448	Spad XIII Weekend	EDU £9.00
SS335	BAC Lightning F.2 S.A.	TRU £7.99
SS340	BAC Lightning F.1A S.A.	TRU £7.99
CX238	Re 2000 1/72	ITA £4.25
CX241	MiG-15 UTI 1/72	HBS £4.75
CX242	Su-15UM Flagon 1/72	TRU £4.25
JX089	I-16 Typ 10/17 1/32	SPE £4.75
BIG3276	P-40K 1/32	HAS £60.00
BIG4911	C-47 Skytrain 1/48	TRU £62.50
BIG4913	F-105D 1/48	HBS £42.50
BIG7248	CH-47A 1/72	TRU £48.50
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VAL72050	B-26B Marauder	£31.50

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MKD48002 Arado Ar 96 Colours & Markings + decals 1/48 ..... £19.00

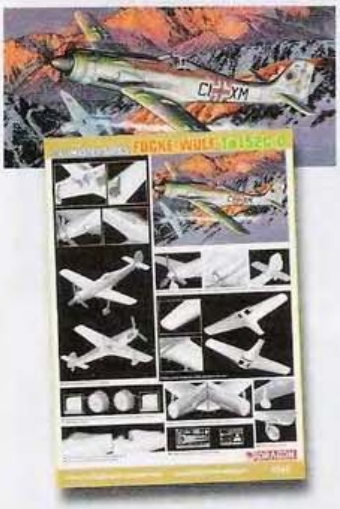
28pp, colour & markings for 12 a/c, 45 photos, full colour, decals

ON THE SIDE

Spider Arrival

DRAGON

Welcome back from Dragon is the 1/72 Northrop P-61B Black Widow (#5036/£27.50), a type we look forward to examining from an interesting angle once Mr. Tony Gloster has finished sticking ramjets onto it. Following this from Dragon will be the 1/48 Focke-Wulf Ta 152C-0 (#5548).
● SAMI



PLANET

Two new resin kits are due from Planet. In 1/72 we can expect the Focke Wulf Fw 190C V13/16 (#228/£TBC), and in 1/48 the Heinkel He 100 V8 (#229/£TBC).
● SAMI

Shizuoka 2009

SHIZUOKA

Some Impressions from the Show.

Thanks to reader Greg Triplett from Yokohama for sending in some interesting images of his local show at Shizuoka recently. Among the beautiful models on display were a few oddities that readers might find of interest...
● SAMI

Hasegawa was throwing out spare sprues at 100 yen each (67p). It was quite a scrum but our correspondent was in there collecting wings to use for test pieces

Welcome to Shizuoka. One of the major events in the modelling firmament...

What can I say. Only in Japan...

Maybe readers don't know about Tamiya's side line in emergency food? Japanese are encouraged to keep a supply of emergency food at home in case of earthquakes. Tamiya's products include canned bread, army biscuits and canned yakitori (kebabs)

Beautifully crafted 1/48 Buffalo in bamboo. But would this be acceptable on an IPMS competition table?

Another example of Japanese 'Anime' art. We want some

A6M2 Sushi...

This Beaufighter was an eye-catching model in 1/48

Just to show there were some serious models (thousands in fact) - a nicely finished 1/48 B-29

Italeri

ITALERI

Latest back from Italeri in 1/72 is the XB-70 Valkyrie (#1282S/£TBC). After years on the drawing board, and cutthroat competition between Boeing and North American Aviation, the latter's design won the competition in December 1957, with an order for the first thirty aircraft to be in service by 1965. In 1959, however, it became clear that the still untested B-70 would not survive in the new hi-tech aerial combat environment and the programme was cut back to a minimum. Two prototypes were finally constructed, the first of which took to the air in September 1964, and the XB-70 Valkyries showed themselves able to fly at speeds exceeding Mach 3. Today they are considered by many to be the most beautiful aircraft ever constructed.

Further releases from Italeri will include the Me 262B-1a/U1 Nachtjäger in 1/48 (#2679S/£TBC) with markings for three options. This is presumably a reissue of the Dragon kit, while the 1/32 F-86F Sabre is by all accounts the Kinetic Models tooling with revised decals offering American, Italian and British versions (#2501S/£TBC).
● SAMI

Hendon Model Show

FEEDBACK EXTRA

Dear Gary,

So farewell then, Hendon Model Show #1, first of many, I hope...

Don't seem to get to many shows (don't get out much nowadays, etc.) but Sunday's thrash at the RAF Museum London seemed to be a success. Talking to a few of the exhibitors, everyone seemed to be having a merry time and had some stories to tell.

It was good to find the SAM Publications team flying their distinctive flag, your own self on the stand pressing the flesh ...even caught the briefest glimpse of the august Mr. Robinson as the whirling crowds engulfed, perhaps seeking to touch the hem of his robe in the hope of acquiring a squillionth of his wisdom in the matter of Spitfires...

Head reeling from the effects of nearly two hours in the company of fellow obsessives, I had made the mistake of ordering a black Americano at the cafe inside the Historic Hangar...the fatal admixture of dense caffeine and the echoing banter brought about the strangest transformation. Well, that and the sight of a certain Mr. Francis' uncomfortably pink basketball(?) shirt. Eyes bulging cartoon-like, babbling incoherently, and with flecks of ominous foam on my lips, I made for the retailer's area!

What passed there is best left undescribed, in fact I can recall little now, memory is merciful when needs be, and emerging with my own, and my Divine Wife's, finances suitably depleted, I lumbered back to the car to deposit the immodest results of purchase frenzy in the boot, by which time the outside air and a quiet sit in the shade of a convenient Hurricane restored my usual passivity.

Off then to the Competition Entries displayed in the Halton Gallery and, wow! For me, the highlight of such exhibits is always the scratchbuilt delights that go straight to the root of the hobby as I fondly like to mythologise it, but there was a quite sublime rendition of the wee Platz 1/144 F-8 *(That would be Phil 'The Janitor' Ware of IPMS Milton Keynes, so called because he cleans up at every show - Editor)* neatly bisected to reveal an engine, and flaunting other internal organs by means of opened panels. Truly a work of art...

What I took away from the event was more than just a suspension-crippling load of shopping, however. The overall quality of the exhibits was very good indeed, but some of the wretched objects sitting on my display shelf are not far short...

Travelling home to my mountain redoubt in North Harrow, I pondered the chances of completing the 'unobtainable' Italeri Mirage F-1 I had rescued from the excellent Mr Models stall in time for next year's event, and decided that it was almost achievable!

The obligatory FM update set has been ordered today...

See you there!

Best Regards,

Philip Rogers

SAMI

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First Look – Alley Cat GAF Jindivik Mk 3 & 4

ALLEY CAT **1/48**

BY **DAVID FRANCIS**

The GAF Jindivik was a target drone designed in Australia as part of an agreement with the United Kingdom to supply test facilities and equipment to aid with the development of British designed guided missiles. Jindivik means very appropriately 'The Hunted One' in the aboriginal language.

The first Jindivik flew in 1952 and continued in full production until 1986. Over this time the type was continually developed through the different marks, with over 500 aircraft produced before the production line closed, seeing service in both the UK and Australia. Amazingly, in 1997, after an eleven year gap, the production line was reopened and fifteen more Mk 4 drones were produced. The last Jindivik left service in 2004 after fifty-two years of operations.

TECHNICAL DATA

Scale: 1/48	Price: £29.99
Kit No: ACRK48-01	Decal Options: 11
Type: Resin	
Manufacturer: Alley Cat	

Alley Cat have been producing resin detail and conversions sets for some years and have now decided to produce their first full kit, and after 50 years service the Jindivik makes an ideal subject as it is unlikely to interest the big boys.

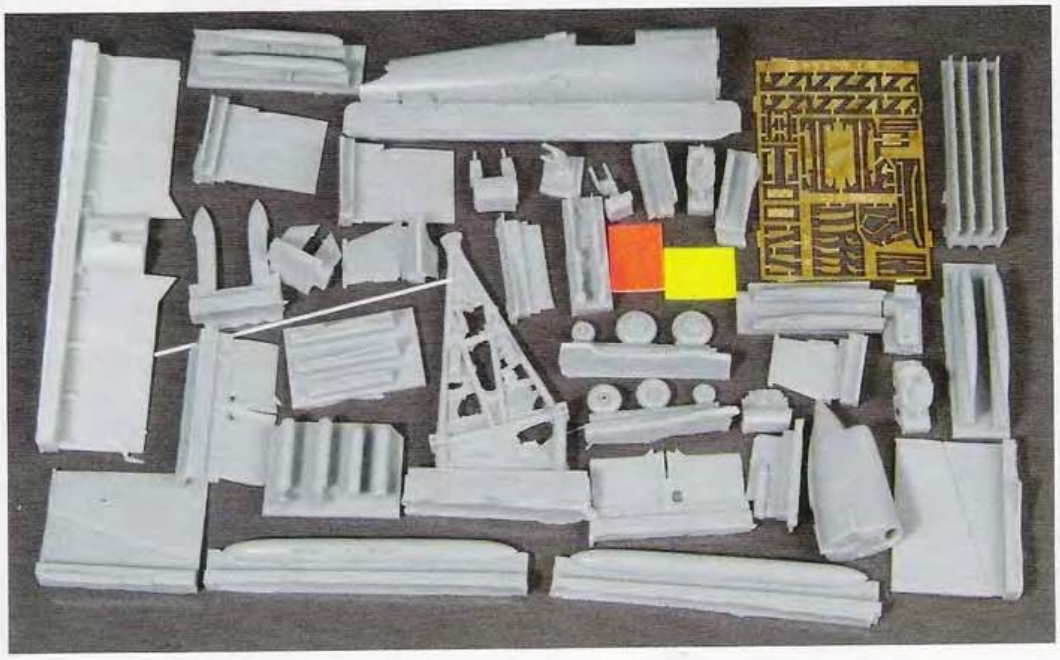
On opening the box the first thing you see is the instruction book, and comprehensive is a bit of an understatement. Over its life the Jindivik was always brightly marked in yellow and red for those serving in the UK and overall red for those operated in Australia. The first two pages supply full colour profiles for the eleven marking options, and interestingly many of the British operated examples carry mission markings, one boasting no less than 62. Also included on this sheet is a large photograph of the Jindivik landing skid.

The next A4 sheet supplies the detailed assembly drawings and here you do have to pay attention as there are numerous options for the different wing tip pods carried by the type, as well as different control surfaces depending on the mark you intend to produce. On the opposite side you have the instructions for the trolley and this is a mini kit in its own right with parts supplied to produce both British and Australian versions.

The final page supplies one page of text with helpful information to aid in construction as well as the normal health and safety warning.

Now on to the resin parts, and the casting is first rate and a test fit of the major parts shows an almost Tamiya level of fit. The resin has the normal casting blocks but these have been designed to make removal quite straightforward. A small etched brass sheet supplies all the small aerials as well as part of the skid assembly, and this will require some careful folding so a hold and fold tool or similar will be useful.

The decals are very comprehensive providing all the maintenance stencils and national insignia as well as all the individual airframe serials. A number jungle is also supplied so you can build any other Jindivik that you may have pictures of. Finally we have the pièce de resistance; the two original colour chips that leave you with no excuse for not getting a perfect match, though Alley Cat do give advice on a number of paints from different ranges that supply a close match out of the tin.



The Jindivik may not be everyone's cup of tea, but the type is historically important, being one of the grandparents of current UAV programs as well as being a successful type with a long history, but as a model it will certainly look very different from anything else in your collection. A full build will feature in a future issue, but if you cannot wait you can order your Jindivik for £29.99 from www.a2zeemodels.co.uk or by telephoning 01506 416444.

● SAMI

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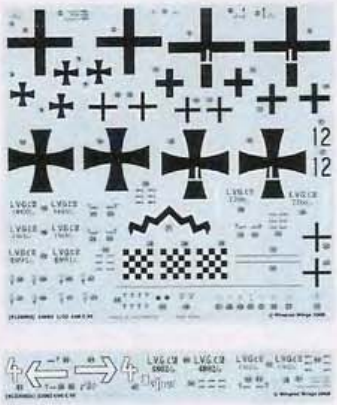
ON THE SIDE

LVG C.VI

Scale: 1/32 | Kit No: 32002
Price: US$79.00 | Decal Options: 6
Panel Lines: Recessed | Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 166, Etch 6, Clear 1
Manufacturer: Wingnut Wings



S.E.5a 'Hisso'

Scale: 1/32
Kit No: 32003
Price: US$79.00
Decal Options: 5
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 114, Etch 7, Clear 9
Manufacturer: Wingnut Wings

Supermarine Spiteful F Mk XIV

AZ MODELS 1/72

Scale: 1/72 | Kit No: 7271
Price: £15.99 | Decal Options: 3
Panel Lines: Recessed | Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 50, Clear 1
Manufacturer: AZ Models
UK Importer: Hannants | US Importer: Squadron

Now this is an interesting little release! An injected Spiteful, and a nice little kit it is too. Of course AZ have spoiled us of late, with the recent spate of releases packed with colour etch and the like, so while it is disappointing to find none included with the latest tranche of kits, it is also worth bearing in mind that even a few years ago we would have expected to pay this kind of price for a basic resin kit of an esoteric type.

This is an excellent kit of a much needed type in injected plastic, and both this and the 'Special Markings' release are well worth taking a look at. If AZ can still sustain their programme of releases despite the worst recession in living memory, then good luck to them – we can certainly do with kits like this to brighten up the gloom.

● SAMI

Dassault Mirage IIIE

The decals are the star of the show in this special boxing depicting thirty years of the type's service with the French Air Force. No less than nine colour options span the career of this most essentially French aircraft, and a good selection of weapons is provided. Not a new tool, but a very nice presentation of an older one.

Scale: 1/48 | Kit No: 2674
Price: £17.99 | Decal Options: 9
Panel Lines: Raised | Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 97, Clear 3
Manufacturer: Italeri
UK Importer: The Hobby Company
US Importer: MRC

Junkers J.1

Scale: 1/32
Kit No: 32001
Price: US$59.00
Decal Options: 5
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 160, Clear 1, Etch 15
Manufacturer: Wingnut Wings

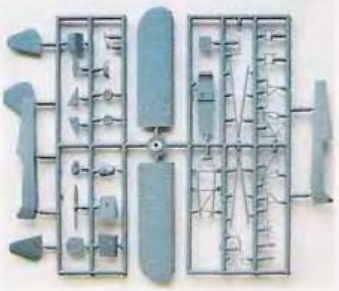
Martin B-57B Canberra

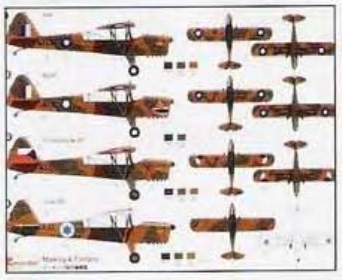
Scale: 1/48 | Kit No: 10104
Price: £29.99 | Decal Options: 3
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 115, Clear 5
Manufacturer: Airfix

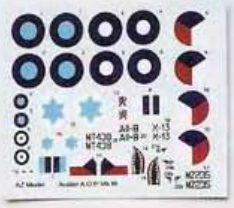
Auster AOP Mk III

AZ MODELS 1/72

Scale: 1/72 | Kit No: 7263
Price: £15.99 | Decal Options: 4
Panel Lines: Recessed | Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 39, Clear 1, Resin 1
Manufacturer: AZ Models
UK Importer: Hannants
US Importer: Squadron



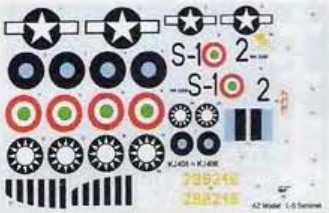




Stinson L-5 Sentinel Special

AZ MODELS **1/72**

Scale: 1/72	Kit No: 7274
Price: £15.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 40, Clear 4	
Manufacturer: AZ Models	
UK Importer: Hannants	US Importer: Squadron



Now this is the way forward! At last, with their Stinsons and Austers, AZ have hit upon one of the barren areas as far as kits are concerned – light/liaison aircraft – and these are the perfect complement to those light civils in the AZ basic series.

The kit is a sweet looking piece of tooling, with two types of transparency provided, and a concise but busy decal sheet. As with the Austers, the internal framing will really busy things up in the cockpit, and while there is no etch provided (how soon we came to take that for granted!) the detail on the injected panel is above average for this scale and the whole thing is so tiny it simply makes my head ache to think about superdetailing any further!

This is a real must-have release for so many of us, and hopefully will pave the way for more of this genre.

● SAMI

Focke Wulf Fw 190A-0

Scale: 1/72	Kit No: 7265
Price: £15.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 41, Clear 2	
Manufacturer: AZ Models	
UK Importer: Hannants	
US Importer: Squadron	

ON THE SIDE

Hawker Hart

Scale: 1/72	Kit No: 7260
Price: £15.99	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 38, Etched 18, Resin 9	
Manufacturer: AZ Models	
UK Importer: Hannants	US Importer: Squadron

AZ go the whole hog with this package, with resin and etch – indispensible with an open cockpit. This latest release in the classic biplane series is a real winner, and the attractive schemes offered on the decal sheet should tempt enthusiasts into at least a couple of purchases. Nice work...

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ON THE SIDE

Focke Wulf Fw 190 A-1/2

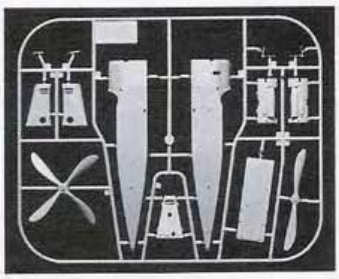
Scale: 1/72	Kit No: 7266
Price: £15.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 41, Clear 2	
Manufacturer: AZ Models	
UK Importer: Hannants	US Importer: Squadron

LaGG-3 Series 7-11

Scale: 1/48	Kit No: 48093
Price: £14.99	Decal Options: 2
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 86, Clear 8	
Manufacturer: ICM Models	
UK Importer: Creative Models	
US Importer: Dragon USA	

Bristol F.2b Fighter

Scale: 1/32	
Kit No: 32004	
Price: US$79.00	
Decal Options: 5	
Panel Lines: Recessed	
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 174, Etch 14, Clear 3	
Manufacturer: Wingnut Wings	



A lot has been said, particularly online, about Wingnut's debut releases, and there is no denying they are impressive. The injection moulded parts look excellent, and the entire package has a certain deluxe feel to it, with a comprehensive instruction booklet filled with diagrams and information.

These kits are only available direct from Wingnut, and for full details of ordering check out the website at www.wingnuts.com Shipping is free worldwide.

Spitfire Mk IX with RAF Pilots and Ground Crew

ICM MODELS **1/48**

Scale: 1/48	Kit No: 48801
Price: £14.99	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 232, Clear 7	
Manufacturer: ICM Models	
UK Importer: Creative Models	
US Importer: Dragon USA	

ICM's Spitfires are widely reputed to be the best available in 1/48. In this compact, but very full, box, the 148 parts of the kit are supplemented by an additional sprue offering seven figures and a dog, as well as a selection of diorama items including trestles, jerry cans and a workbench. At the asking price it's a bargain!

SAMI

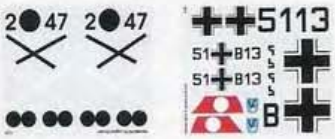
Heinkel He 51

SILVER WINGS **1/32**

Scale: 1/32	Kit No: 32-001
Price: £128.00	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin 111, Clear Resin 1	
Parts: Resin 111, Resin Clear 1	
Manufacturer: Silver Wings	
UK Importer: A2Zee/Cammett Ltd.	
US Importer: DMC Models	

First flight of this German single-seat biplane took place in 1932. It was produced in three main versions: fighter, ground-attack version and seaplane. The aircraft was powered with one BMW VI 7.3Z engine, and was used not only by the Luftwaffe, but also during Spanish Civil War in 1936.

Silver Wings have made a beautiful job of kitting this attractive, classic machine in 1/32. The parts all come carefully wrapped and packaged in a very stout box, with the two fuselage halves taped together, so you can see at a glance how good the fit is. Detail and quality are excellent throughout, with minimal preparation needed. Markings cover two machines, one from the Condor Legion, and one from JG 233.



Stinson OY-2 in Korea

Scale: 1/72	Kit No: 7275
Price: £15.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 40, Clear 4	
Manufacturer: AZ Models	
UK Importer: Hannants	US Importer: Squadron

Re.2002 Ariete

ITALERI **1/48**

Scale: 1/48	Kit No: 2670
Price: £24.99	Decal Options: 6
Panel Lines: Recessed	Status: Re-issue
Type: Injection Moulded Plastic	
Parts: Plastic 75, Clear 4	
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	

A really nicely put together kit, including a superb new tooling of this diminutive fighter. Italeri have provided a photographic reference manual, one of their pullout boxart cards, and no less than six decal choices, including two Luftwaffe operated machines.

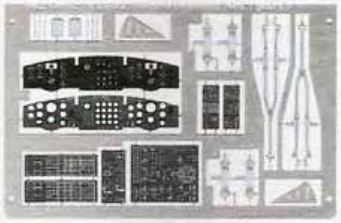
The level of detail is very good, with a fully detailed cockpit tub and sidewalls, separate poseable flaps and a fully detailed engine.

Italeri have upped the bar with this one.

CH-47 Chinook Detail Set

ITALERI **1/48**

Scale: 1/48	Kit No: 26002
Price: £36.99	Status: New Tooling
Type: Etched Brass and Resin	
Parts: Resin 22, Etched 44	
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	

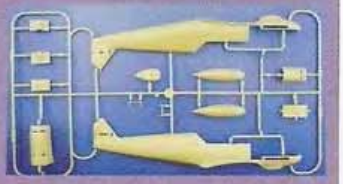


Not technically a kit, but as it has been issued by a mainstream manufacturer as part of their catalogue, we are including it here. Basically the set provides various resin details, including seats and an insert for the cargo bay roof, above the loading ramp, while the etch offers a full colour cockpit interior as well as all the essential grills and filters to add to the aircraft's exterior. The etch is by Eduard, and the resin presumably from another reliable Czech source, as it looks pretty good.

Messerschmitt Bf 109E-4

Scale: 1/32	Kit No: 3003
Price: £47.99	Decal Options: 5
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 145, Clear 7, Etched 49	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
US Importer: Squadron	

Don't believe any carping you hear about the canopy. This is another sublime release from Eduard. The term 'Profipack' doesn't begin to do this kit justice. Great tooling. Great kit. Great value. Comes with colour etch, masks, full stencilling, whistles and bells.



AH-64D Apache Longbow

Scale: 1/48	Kit No: 863
Price: £14.99	Decal Options: 3
Panel Lines: Raised	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 179, Clear 9	
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	

F6F-3 Hellcat Weekend Edition

Scale: 1/48	Kit No: 8433
Price: £15.99	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 108, Clear 17	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
US Importer: Squadron	

ON THE SIDE

Bf 109E-4 Night Fighter

Scale: 1/72	Kit No: 72134
Price: £7.50	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 42, Clear 6	
Manufacturer: ICM Models	
UK Importer: Creative Models	
US Importer: Dragon USA	

Vultee P-48 Vanguard

Scale: 1/72	Kit No: 7262
Price: £14.30	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 27, Clear 3, Etched 9, Resin 10	
Manufacturer: AZ Models	
UK Importer: Hannants	
US Importer: Squadron	

Sopwith Camel

REVELL **1/72**

BY MATT BACON

TECHNICAL DATA

Scale: 1/72	Kit No: 04190
Price: £2.99	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 22	Manufacturer: Revell AG
UK Importer: Revell UK	
US Importer: Revell-Monogram	

Revell's 1/72 Camel is a grizzled veteran from decades of styrene dogfights. Dating back to 1963, the plastic is showing its age, but this is a welcome reissue of an easy-to-build kit that was widely regarded as the most accurate Camel in this scale until the Roden kits appeared on the scene a few years ago. The outstanding and very colourful decal sheet, for the strikingly-adorned mount of Lt Breadner of no.3 Naval Sqn. RNAS, is worth the £2.99 price tag alone, given the paucity of aftermarket sheets for tiny Camels.

The light tan plastic is generally pretty cleanly moulded, though age has taken its toll with some fine flash and moulding flaws, particularly on some of the more delicate and hard to clean-up parts. Still, the moulds are older than me, and wear it more lightly! The breakdown of the twenty-three parts is classic sixties, with struts moulded as complete frames to be slotted into the wings, and cockpit detail consisting only of a pilot with huge holes at the elbows to be trapped by pins in the fuselage halves.

Construction

Straight from the box, the kit will build easily and quickly into a reasonable-looking Camel, although the fuselage is too skinny toward the tail, and the interplane struts are too long, giving the completed model a gangly appearance some way from the pugnacious chunkiness of Sopwith's finest. Since 1/72 biplanes are far from my modelling mainstream, I'm unlikely to build another Camel in this scale, so I decided to make this one look as much like the real thing as I could. With the Windsock Datafile and its precious plans to hand, I started measuring up...

The pilot is quite well sculpted when the flash is removed, and a few shades of brown and flesh, followed by Citadel washes, were enough to bring him to life. He's trapped between the fuselage halves, and that's the cockpit. The padding around the cockpit has been eroded by the years, so I replaced it with soft wire superglued in place. The tail skid is also wrong and fragile, so that came off to be replaced at the end.

The biggest age-related problem with this kit is that the sides no longer match up. I jiggled mine to get the top seam to line up, which leaves the underside about 1mm adrift. At least the plastic is thick enough to bond anyway.

Filler and sanding will solve that problem, but test-fitting the fin and rudder points up another – the fuselage is 2mm or so too shallow at the sternpost. I cut a wedge of thick plastic card to fit the plan view, and then chamfered it to nothing behind the wing root. Glued to the bottom of the fuselage, it bulked up the rear end nicely. In common with many older Camel kits in all scales, there is what appears to be a boilerplate bolted to the cowlings. In fact, this oval access panel isn't raised, and isn't riveted in place. I simply scribed around it with a needle, sanded it off, and marked out the fixing holes with a microdrill. I also scribed a filler cap for the fuel tank behind the cockpit using one of my collection of bits of sharpened metal tube.

To get the tail fin to fit snugly, I trimmed down the locating tab and sanded the underside of its nose before fitting the empennage. I then glued on the lower wing, which requires shims at the rear to fill the gaps – it should go as far forward as possible.

Departing from the instructions, I test-fitted the cowl front – which is too wide, by 0.5mm or so at each side. It's also too tapered - sand it to a more cylindrical section and it fits nicely. After test fitting, I sprayed it with Halfords Nissan Red and put it to one side.

I don't build many biplanes, but I like to get the struts fitted firmly at one end or the other. In this case, I decided to glue them to the upper wing. The struts are moulded in one piece, with cross bars, making them easier to assemble OOB. But I wanted to correct the length: the interplane struts need to be 17mm long, and the cabane struts 12mm, which requires removing about 2-3mm. I cut out the lower cross-piece and cemented it into the wing slot, leaving sockets at each end, and then trimmed the main struts to length. The cabane struts I simply shortened. I fitted all the struts to the upper wing, and filled the gaps around the slots with Humbrol filler smoothed with nail varnish remover. Leaving the wing to set firm, I painted the engine with Citadel Boltgun Metal, washed with Badab Black. The propeller was treated with streaky Vallejo Beige/Woodgrain and varnished with Humbrol clear Orange.

I now had three main assemblies: upper wing and struts, fuselage and lower wing, and engine. I primed the two unpainted assemblies, and then painted the upper surfaces in Humbrol 155 Olive Drab, which I find an adequate representation of PC10. The linen undersurfaces and tail were finished in Humbrol 71, Satin Oak. The wooden panels were painted with Vallejo colours again, and 'varnished' with Clear Orange as were the struts, while the cowl panels were painted in Citadel Codex Grey. I then varnished overall with Satin Cote to get a good surface for decalling.

Colour Options

The decals are superb – thin, strong and opaque. They fit well, are easy to move around on the model, and settle down very well after an hour or so. Although I'd helped matters by underpainting the colourful tail markings with 'linen', the white decals over PC10 on the fuselage and wings were completely opaque. Revell even provides decals for the colourful wheel hubs, which you can put on before assembling the wheels, making painting them very easy. Once the decals had set, I varnished again with Matt Cote to blend everything in.

I use fine Lycra thread for rigging. I superglued the ends into small holes in the upper wing, doubling the wires where necessary. On the lower wing, I used Bob's Buckles – wire turnbuckles with a tiny loop and shank. You glue the shank into the wing, and then thread the wire through the loop and fix with superglue. Bingo! Bob and his Buckles have cured me of my rigging phobia. I fixed the buckles in place on the lower wing. And then, the moment of truth: fixing one pair of interplane struts, then the other, and finally the cabane struts one at a time, I brought the wings together. After that, threading the buckles and completing the rigging was a breeze... The last step was to complete the undercarriage and rig it. I left off the rack of Cooper bombs for a cleaner looking aircraft.

Colour Options

Overall, this reissue is a mixed bag. It's easy to build out of the box, but there's a fair bit of clean-up to do to get it to fit properly, and an out-of-box build won't look quite like a Camel. On the other hand, it's not too hard to polish up and correct where necessary, and the superb decal sheet gives you all you need to make one of the most colourful Camels you'll find anywhere. In terms of value for money, it can't be beaten, even if all you want is alternative warpaint for that Roden kit you have tucked away...

● SAMI

AH-1F Cobra

HOBBYBOSS **1/72**

BY KONSTANTINE MALINOVSKY

TECHNICAL DATA

Scale: 1/72	Kit No: 87224
Price: £9.30	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	Parts: Plastic 69, Clear 1
Manufacturer: HobbyBoss	UK Importer: Creative Models
US Importer: Squadron	

The F that Never Was?

This kit sees a continuation of the impressive line of 1/72 helicopters by HobbyBoss. The parts come on four sprues of light grey plastic and one featuring the one-piece transparent glazing for the cockpit. The first thing that catches the eye is that HobbyBoss provide the old style metal blades, while the F versions would more likely have the new composite blades that started to appear from the E (ECAS) versions. It is a minor discrepancy, as some say the metal blades were also used on the F version and I am sure it is possible to find photos proving the latter point. What really causes the eyebrows to rise is the representation of the M97A4 armament system as this kit provides an early type gun cover and the gun barrels are represented as a single block of plastic.

Looking at the fuselage it would appear to be extremely difficult to build an AH-1F from the given parts, as it misses a number of important and distinctive features typical for this version. In addition, it features a 'toilet seat' exhaust, something never seen on the AH-1F and lacks the ventilation grills on the engine housing. I would suggest that the kit in this box is not an AH-1F. I do hear that the kit marketed as the S variant is a better representation of the F. Luckily, the fuselage and rotors are dimensionally rather accurate and, more interestingly, the kit might be used as a very good base for the earlier versions of this aircraft: AH-1E (ECAS) or AH-1S (prod) also known as AH-1P.

For the payload HobbyBoss provides blocks of TOW missiles and a choice of M260 (7tube) and M261 (19 tube) Hydra rocket pods. If I am correct, this is the only offering of M260 for Cobra helicopters on the market and, if not used on this kit, can be used on others providing diversity to your collection. The AH-1E version (the first equipped with the M97A4 system - 20mm cannon) is the closest and the easiest build and, if you are ready to put up with HobbyBoss' representation of the turret and its gun, can be achieved straight from the box. The AH-1P will require somewhat more effort and surgery.

I decided that it was easier to scratch-build a new Minigun and do minor alterations than install the disappointing kit part. So my model is finished as a representation of an AH-1S (prod).

Construction

Having decided to build an AH-1P most of the time was spent on the necessary alterations and scratch-building, in particular to the M28A3 weapons system. Here's what was done:

- A bulge on the left transmission door was cut off and the area sanded down flush with the rest of the surfaces.
- An additional opening was cut in the turret for the M134 Minigun and the existing opening reshaped to house the grenade launcher
- The M134 Minigun was scratchbuilt from six tubes and a few pieces of foil and the grenade launcher added (made out of steel tube)
- Most of the photo's I have seen of the P version carried double TOW missile installations, so I also converted the four-packs provided with the kit into pairs.

The cockpit provides some raised details which when painted look passable. The representations of the seats are rather good, but the addition of a safety harness is highly advisable, as the interior is very visible through the large transparent panes of the cockpit. Detailing the cockpit was the most time-consuming operation in the build, and the rest of the assembly was as unproblematic as it could be. Not a drop of filler was used and only a little sanding was required on some of the seams.

Colour Options

HobbyBoss offers the choice of two versions, one is for a US aircraft, Wild Thing, of 3rd Sqn. 17th Cavalry. This aircraft did exist and it was indeed an F version of a Cobra. Unfortunately, it did not have the toilet seat exhaust, and at the time of the referred colour scheme was equipped with composite rotor blades. The other option is for an unspecified Israeli aircraft dated 1982.

The major problem with the decal is that they both refer to the AH-1F - a version impossible to build from this kit. As a result I only used the United States Army decal from the kit sheet and was very pleased with the quality. The decal was thin, with excellent coverage and conformed to the surface without use of any agents.

Conclusion

Despite the apparent mix-up with the variant, I found this kit a pleasure to tackle. It does offer an opportunity to build a different version from that offered by Hasegawa and creates no problems during assembly. The decision for purchase is all yours, but keep in mind the additional cost of purchasing correct aftermarket decals and an inevitable need for scratch-building when you buy this kit.

SAM!

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10HP Light Utility Car 'Tilly'

TAMIYA **1/48**

BY COLIN PICKETT

The 10HP light utility car was widely used during WWII for liaison and other duties, with my particular interest being its widespread use on airfields, so Tamiya's introduction of a 1/48 model of this versatile vehicle is very welcome indeed.

The box contains two sprues of medium grey plastic along with one of clear parts for the windscreen, lights etc. All are moulded to the usual high standard with no flash. The instructions are again to Tamiya's excellent level of clarity.

TECHNICAL DATA

Scale: 1/48	Price: £14.99
Kit No: 32562	Decal Options: 4
Type: Injection Mouloded plastic	
Manufacturer: Tamiya	
Parts: Plastic 38, Clear 9	
UK Importer: The Hobby Company	
US Importer: Tamiya USA	

Construction

I began my build by painting all of the parts on the sprue in order to make this easier as some are guaranteed carpet fodder. I used Tamiya Medium Blue for the RAF colour and various colours for the components as they were called out in the instructions, weathering being carried out with thinned black enamel and browns as I went along.

The build starts with the chassis followed by the cab detail. Tamiya provide a driver figure, however as he was in Army uniform I left him out, perhaps to be used on another project. The rear loading area is constructed in such a way that it is possible to show this open or closed which is a bonus for diorama building, but one downside for me was the lack of interior door detail as this will need to be added if you want to show the rear canvas cover open.

The rear cover proved to be a bit of a bind as it is formed of two halves with a long join supported by two very short angles, and being made of clear plastic needed to be painted inside and out to ensure even coverage. I managed to lose one of the clear front side lights after it pinged out of the jaws of my forceps, and despite a search with a torch it was never to be seen again. A new one was fashioned out of the tip of a clear cocktail stick – not Tamiya's fault but mine for having such a bunch of bananas for fingers. In truth the build was a pleasure, with a high level of engineering and perfect parts fit making it a very easy job to produce a tidy model.

Colour Options

Whilst my focus was on the RAF version, Tamiya also give you decals for three other camouflaged versions of the Tilly, so the military modeller is catered for as well. My model just needed a little weathering with Carrs and Tamiya weathering powders to make it look the part before the final addition of items like the spade, spare wheel and other odds and ends.

Conclusion

In the late 80's I brought my first Tamiya catalogue and remember clearly the claim made that 'the name Tamiya is synonymous with quality'. I'm pleased to say that the Tamiya Utility is true to this claim and made a refreshing change from the legions of aircraft that cross my workbench. The actual build time was only two short days and this is due to the quality of the product. I highly recommend this kit and can't wait to get my hands on Tamiya's next release of 'self-propelled cannon fodder'.

Fokker D.V11 Sieben Schwaben

EDUARD **1/48**

BY GORDON SCOTT

The kit arrives in Eduard's now standard cardboard box with removable lid, with decent colour box top art depicting the single marking option printed on all sides. First impressions count, and on opening the box you feel that your money has been well spent.

Inside there are three tan coloured sprues packed in a clear plastic envelope. The decal sheets give interior upper and lower lozenge pattern with blue rib tapes and there is a single sheet offering the *Sieben Schwaben* holding a large spear confronting an equally large rabbit for one fuselage side, and chasing it for the other. A coloured etched metal sheet covers the small details and a small masking sheet takes care of the wheel hub painting.

TECHNICAL DATA

Scale: 1/48	Kit No: 1139
Price: £27.25	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 82, Etch 120	Manufacturer: Eduard
UK Importer: Hannants	US Importer: Squadron

Construction

So does it build well? This kit has been around a while and I'm sure that much of the rest of this review will come as no surprise to many - shame on you if you haven't made one yet!

Surprisingly the engine comes first and very good it is too. The cockpit framework is moulded into the fuselage halves (unlike the Dr.I) and if you use the interior lozenge decals I would advise you to replicate it with either stretched sprue or micro-rod. The seat framework is very delicate, and once straps are added and the assembly glued to the rear bulkhead, you are left with ammo box, oil tank, etched instrument panel, floor, rudder pedals, compass and stick to complete a busy interior. All the parts are incredibly fine with very small attachment areas.

The upper wing is moulded as separate upper and lower sides and has very sharp trailing edges. I installed the lower wing first and found that is was a tight joint. Oddly the underside stitching strip is about 5mm too short for the trench in the underside – scrap plastic finished with typewriter correction fluid to the rescue – I am not a Fokker expert, and there is doubtless an explanation for this, but with Eduard's notable attention to detail I find it odd to leave a potential ditch in what I consider to be an otherwise faultless kit.

Colour Options

I painted the fuselage light aircraft grey and the wings glossy green, to hide any misprinted lozenges, and began to decal them, which is a long, long job. The decals are excellent, though I did use a lot of Micro-Sol and Set to get them to conform around the wing tips and the bits I botched were covered with individual lozenges cut from spares.

Whilst waiting for the decals to set I got on with painting the red nose and tail and the purple/green giraffe patterned areas in front of and beneath the cockpit.

With paint and decals set, on went the guns, undercarriage and outer wing struts, followed by the upper wing, and the machine was inverted and the cabane struts secured with superglue. This was left to set overnight then the tail fin and stabiliser were added, paint touched up, given a coat of varnish, and rigging added using stretched sprue.

Conclusion

Apart from the underside stitching issue this has got to be the best 1/48 plastic D.VII on the market. I could go on but there's no point, just buy one! The bottom line is another well-done Eduard! PS any chance of an early Fw 190A? ● SAM!

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Grumman Avenger TBM3

HOBBYBOSS **1/48**
BY COLIN PICKETT

The HobbyBoss Avenger comes in a large box packed with medium grey sprues, with the clear parts being sectioned off for protection. The build itself was pretty straightforward, however a bit of research is in order to make sure of colours for painting the interior as the callouts in the instructions are few and far between. In fact the instructions are really the only weak point in the kit, as I found them confusing, especially the layout. It's a case of making sure you really read and understand each step before starting it, and probably not helped by my habit of commencing several steps at once. Patience is a virtue and all that...

Construction

For a change construction starts with the engine, which is nicely detailed for a kit part and certainly looks good with careful painting and a black wash to bring out the detail. The kit includes detail to the firewall and an engine mount, which although hidden, means that this kit is ripe for further detailing and panel opening should you wish. Following the instructions to the letter I found it impossible to align the engine and the exhausts correctly, the best route being either to cut the locating pins for the detail on the front of the engine or to accept the exhausts being misaligned (they are hidden anyway) and fit the exhaust stubs later so all is correct externally.

Some of the interior parts are fitted by unusual locating methods and look to be formed of far too many components, which I suspect is to allow for further variants in the future, however the interior is nicely detailed and comes up well with a touch of dry brushing and a dark wash. I added a set of Eduard harnesses to the cockpit and gunner's position as they are very visible under the glasshouse, and that is all that was needed to give a reasonable level of realism, though again there is scope for further work if you are that way inclined.

TECHNICAL DATA

Scale: 1/48	Kit No: 80314
Price: £29.35	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic154, Clear 24	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

The ball turret is very well detailed, however the parts need careful fiddling to get things aligned and fitting in the confined space.

The kit comes with a good range of weapons, including two bomb loads, rockets, torpedo, and external fuel tanks along with an internal fuel tank. I chose to install the torpedo, which is nicely formed, the only snag being that when installed the propeller assembly fouls the rear of the weapons bay. I ended up removing the last propeller and hoping no-one would notice.

The fuselage closed up well, with only the slightest smear of filler being needed to hide the seams. The wings are fitted to a very sturdy spar with a locking mechanism, which though practical, means that test fitting is not an option. This is not a real problem as the fit is very good anyway. The kit comes with parts to allow a choice of wing positions and I test-fitted them open but ultimately went with the folded option.

I decided to fit and mask off the transparencies at this stage so there would be less of a demarcation between them and the fuselage. These fitted well, though I thought the windows to the fuselage sat a little too proud.

Colour Options

The kit comes with three decal options, a VT-83 aircraft from *USS Essex* in Dark Blue/Medium Blue/White, a VT-82 machine from *USS Bennington* in Dark Blue, and finally the aircraft I chose from VT(N)-90 from *USS Enterprise* with black undersides.

I started by laying down the Medium Blue before masking off for the Dark Blue upper surfaces, all except for the fuselage areas, which I decided to airbrush freehand. The airframe was then re-masked for the black undersides.

After a coat of the rare elixir, Klear, I started to apply the decals. These are a bit on the thick side of things, requiring decal solutions to get them to lay flat. I omitted most of the stencils as they would have been impossible to see against the dark colouring anyway.

All that was left was to install the 'snappy-off bits' and the wings, which went without drama, before a mist coat of matt varnish and Tamiya smoke to provide the weathering.

Conclusion

HobbyBoss' 1/48 Avenger certainly looks the part, with that wing fold adding the extra interest I'd hoped for. Not a bad kit to build by any means, and if this is an indicator of what we have to look forward to from HobbyBoss then all well and good. Although challenging in places, there is nothing an experienced modeller couldn't deal with to create a model that captures the Avenger's form perfectly. It looks just right sitting in the cabinet next to my Eduard Hellcats too! ● SAMI

RAF Bomber Crew 1941-1945

PARABELLUM **1/48**
BY BOB ARMSTRONG

These excellently moulded figures are a very welcome addition to the 1/48 scene, especially for modellers of RAF or Commonwealth multi-engined aircraft, and they would provide additional interest to recently released kits such as the Trumpeter Wellington variants, FM Halifax and Hampden, not to mention the recently re-released and updated Lancaster from Tamiya. All of the figures are wearing the famous Irvin Flying Jacket, beautifully sculpted with excellent fur effect on the cuffs and collars, that only needs some lightly applied dry brushing with Vallejo 988 Khaki followed by 976 Buff to make it really stand out. Two of the figures, PMA 5 and 6, also appear to be wearing the matching leather and sheepskin trousers, which form the lower part of the Irvin flying suit and these were painted in exactly the same way as the jacket using Vallejo 871 Leather Brown as a base followed by 929 Light Brown and then dry brushed with 981 Orange Brown. The remaining figures wear early style service dress trousers, which were painted to represent the RAF Blue Grey serge material using my own mix of Vallejo colours 965 Prussian Blue and 964 Field Blue with 907 Pale Grey blue to highlight.

TECHNICAL DATA

Scale: 1/48	Kit No: PMA 1/2/3/4/5/6/7
Price: £3.25 per figure	Type: White Metal
Manufacturer: Parabellum	

As well as Irvin jackets, all of the figures apart from PMA 2 wear the Life Jacket Mk.I, which was introduced in July 1941, so be sure not to pose them next to a 1940 finished Hampden, for example, or somebody out there will pick you up! The sculptor has rendered the details of this life jacket really well, especially the oral inflation tube and the floating flap on the rear.

For the flesh areas the excellent Lifecolour flesh set was used. Like many

Chance Vought F2G-1/2 Super Corsair

SPECIAL HOBBY **1/48**

BY PAUL GILSON

The F2G Super-Corsair was developed by Goodyear using the Pratt & Whitney Wasp Major, a 71.5 litre, four-row, twenty-eight cylinder radial engine with twin turbo-chargers and a supercharger, which sounds like a Corsair on steroids, but never quite lived up to the promise and only a handful were built. They had a more successful life as air racers. Special Hobby has already done a race version of this aircraft and so this kit is a back-dating to the development aircraft for the US Navy/Marines. The kit comprises a mix of soft grey plastic, resin, etched parts and vacuum formed canopy, with the plastic parts showing more flash than some of Special Hobby's recent offerings. The instruction sheet consists of twelve A5 sides of diagrams, notes, and colour schemes with Gunze Sangyo paint numbers used in the diagrams for parts that require painting during construction.

TECHNICAL DATA	
Scale: 1/48	Kit No: 48079
Price: £22.90	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 68, Clear 6, Resin 76, Etched 33	
Manufacturer: Special Hobby	
UK Importer: Hannants	US Importer: Squadron

Construction

I built the engine first – forty-four resin parts make up a superb Wasp Major, which must be one of the biggest radial engines built! The base is a one-piece casting with the rear bank of nine cylinders, to which you add three more banks of nine, all slightly offset. The cockpit is adequately detailed for what will eventually be visible and the instrument panel is a three-layer assembley with an acetate sheet and etched front on a plastic base, which looks the part. The rear deck behind the bulkhead, which carries the pilot's seat, doesn't reach to the fuselage sides, but this is barely visible.

The fuselage halves do not have any location pins and did need some filler along the joint line, but generally went together well. The same applies to the tailplane and wings – although some injection moulding marks have to be removed to get these to sit together well. The instructions would have you fill the gun ports and cartridge case ejection slots with putty, but the photographs I was working to show this to be wrong. This may be due to some of the F2G's being built from earlier production Corsairs.

The rest of the construction follows the diagrams, except the scoop on top of the cowl shown in stage 11. My pictures showed that the F2G scoop stopped just before the start of the engine cowl area and so I used the etched grill and plastic part A8 to create this, complete with small holes in the side. The instruction diagram shows an extended scoop – part C1 – which runs to the leading edge of the engine cowl. This is probably the extended scoop fitted to air race versions, although my sources say the Navy supplied these so maybe they were used later, but I could find no photographs to confirm this. Neither look like the version shown on the box top art.

The undercarriage was one area where the parts did need some cleaning up to remove the seam lines down the undercarriage legs. The links behind the main oleo also had to be drilled out as these were solid and part C11, the starboard outer undercarriage door, is missing from the instructions. The instructions also do not show the arrestor hook, part C9, but from photographs this is well hidden up in the tail.

Colour Options

Three schemes are given for various test aircraft:

- XF2G-1, Bu No. 14692, tested at Goodyear in 1944-45
- F2G-2, Bu No. 88459, tested at Goodyear and NAS Patuxent, October 1944 to June 1946
- F2G-1, tested at NAS Patuxent and NAS Norfolk 1945 to 1948

I went for the first option and after a grey primer I used a mix of Citadel Midnight Blue and Tamiya X3 for the overall colour and then mixed a drop of white and redid a few masked panels for contrast. All this was done before the undercarriage was added and the undercarriage bays were hand painted with an interior pale green colour and a black wash. The decal sheet is somewhat basic with just the stars and bars insignia and a few numbers. The checkers for the cowl are superb, fitted perfectly, and the white didn't show any underlying blue. I added the Hamilton Standard propeller decals from an Olimp Models sheet as these are prominent in photographs, and I feel a little more stencilling needs to be added overall.

Conclusion

I enjoyed building this kit and would recommend it. It involves a little more work than some mainstream kits, but nothing too extreme. I would have liked the undercarriage links in etch and a bit more detail on the decal sheet, but still on the whole the kit can be recommended.

● SAMI

figure painters I undercoat my subject black (Vallejo 950 Black, brushed on) and once dry, Vallejo 951 white is dry brushed over it to highlight all of the detail. To do this the paints are best thinned to the consistency of milk (I using boiled water) and the first coat is almost washed into place to act as the shadow colour. The base coat is next and I use a slightly thicker paint mix. Once this is in place highlights in various lighter shades can then be dry brushed on in a similar manner to the white, until the desired effect is realised.

The only question with these figures is the footwear, as all of them appear to be wearing the early war 1936 or 1939 pattern boots, which were disliked by many aircrew due to the fact that they were tight around the leg, hard to walk in, and a flying suit could not be comfortable tucked into them. Another major problem with the 1939 pattern boots was that they were not waterproof...so any water which was absorbed on the ground whilst walking to or boarding the aircraft would freeze at high altitude, making them especially uncomfortable and even dangerous to the wearer. With this in mind it would possibly have been more representative for a wartime bomber crew to have been wearing the 1940 or '41 pattern boot with its characteristic zip up the front, especially considering the 1941 style life jacket.

Having spoken to Parabellum, I was informed that these were just the first in a series of aircrew figures with a variety of uniform mixes. These figures are excellent value and as they are marketed individually it is possible to mix and match them to create a more personalised crew for your model. I will certainly be looking forward to adding more of these figures to my collection.

● SAMI

Airco D.H.9a

CMR **1/72**

BY DAVE HOOPER

As a replacement to the D.H.4, the D.H.9 began service life at a bit of a disadvantage. The Puma engine was found to be so unreliable that it wasn't unusual for three or four of a six-aircraft flight to turn back with engine trouble before reaching their objective. Enter the D.H.9a, designed around the more powerful 400hp Liberty engine, which went on to become one of the most successful British two-seat aircraft of its era. This CMR boxing is another of their excellent ongoing upgrades of early WW1 releases, and my first impressions were very promising, in fact I find it difficult to find fault in either the modelling or the moulding quality of the resin parts. A small pre-painted etched brass fret is also included within this package, which is a new feature for these WW1 upgrades. The instructions are extremely easy to follow and very comprehensive. I particularly liked the inclusion of four pages of walk around photos of the Hendon machine.

TECHNICAL DATA

Scale: 1/72	Kit No: CMR1191
Price: £38.75	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 105, Etched 40	
Manufacturer: CMR	
UK Importer: Hannants	
US Importer: Squadron	

Construction

Work began with the internal detail, which is very busy for a 1/72 aircraft. This is where most of the photo etch is required, although there is an option to use either PE or resin on many of the major internal parts, such as the wicker seat, instrument panel and rudder bar. In all these cases I used the etched brass parts to great effect. The fuselage halves were a perfect fit, as were the lower wings and tail section. The only deviation was with the Vickers machine gun which contrary to the instructions should be fitted after adding the cabane struts.

I replaced all my struts with a combination of Contrail and Strutz but I used the original parts as patterns to make my replacements. While the interplane struts were an almost perfect fit, the cabane struts were a little on the large side, especially the back pair. The upper wing needs a bit of work prior to fitting as it comes in one piece with no dihedral, which is a common feature of resin kits. I corrected this by cutting the wing into three separate sections with a razor saw and reassembling with the correct dihedral. There were also no strut attachment points in the upper wing so these required marking and drilling.

The kit comes with a full complement of bombs, unfortunately however, on my sample many of the delicate fins had broken away so after much deliberation I decided to model mine without its bomb load.

Colour options

Four options are included with this kit, all from the late WWI period, and all predominantly PC10 on the upper sides and CDL on the undersides with battleship grey cowlings and fittings, with the exception of F9709 which has a fuselage two-thirds battleship grey. Sadly, for me, there are no options for the early 'Hyderabad' presentation aircraft as can be seen in the example at Hendon. After much deliberation I eventually chose to build F1019, featured on the box art, mainly because it was built at Yeovilton. The decals are well printed and reasonably easy to use, however the backing adhesive is strong so plenty of water was required to allow me to move the decal around without it permanently settling somewhere that I didn't want it to go.

Conclusion

I am consistently astounded by the quality of CMR's output and this is one of their best WWI upgrades yet. It's not the easiest build ever, and there are certainly a few areas that are fiddly and challenging, but the built model looks every inch a D.H.9a and will sit in a prominent position in my ever growing display of WWI machines. If you look hard enough you will notice a few hints to suggest that a second boxing will follow at some point, no doubt covering the interwar period machines. Personally, I can't wait. Highly recommended.

● SAMI

Tachikawa Ki-94 II

RS MODELS **1/72**

BY TIM LARGE

Fifty-one light brown parts make up the bulk of this kit, crisply moulded, with just a hint of flash, as you would expect from a limited-run release, and all panel lines are recessed with raised detailing in the wheel bay/undercarriage and cockpit areas. A single plastic canopy is included. Two resin items are supplied, these being a beautiful Nakajima Ha 45 radial engine and the rear of the exhaust outlet for one of the two versions that can be made. To round off the components RS Models treat you to a thirty-three part etched fret, which is not pre-painted.

The instructions come on a single sheet comprising a parts layout and sixteen build stages. The painting and decal guide is in colour on the rear of the box, along with three photos of the prototype, which are invaluable if you wish to build a correct first prototype.

TECHNICAL DATA

Scale: 1/72	Kit No: 92038
Price: £19.99	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded plastic	
Parts: Plastic 40, Resin 2, Clear 1, Etched 40	
Manufacturer: RS Models	
UK Importer: Hannants	

Construction

The cockpit is made up from twenty etched and five plastic parts. The plastic goes to make up the floor, both halves of the pressurized cockpit capsule, backing for the instrument panel and control stick. The floor requires reshaping to fit into the capsule, and while you are working on this area the mounting points for the rudder pedals and control stick need to be moved rearwards. Once done, the various etched sidewall and floor fittings can be attached. I did find the secondary instrument panel, fitted to the right hand side wall, does not fit once the nice etched seat is in place, and the other issue I came across concerned the main instrument panel, whose printed backing

Curtiss Hawk II

RS MODELS **1/72**

BY ALEC SMITH

The model comes in RS Models' familiar end-opening box with a rather fetching Artwork of a Cuban Hawk II flying over a seaside town on the front, and the paint scheme options on the reverse. This is the second attempt by this manufacturer to kit the Curtiss Hawk II, the first editions appearing in their resin range.

The plastic contents of the box are in RS's familiar light brown plastic, which is neither too soft nor too hard and brittle. There are also several very nicely cast resin parts and a pre-painted etch fret. As is common with their recent kits the instructions cover all boxings of the type.

TECHNICAL DATA

Scale: 1/72	Kit No: 92044
Price: £13.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 41, Resin 6, Etched 10	
Manufacturer: RS Models	
UK Importer: Hannants	
US Importer: Squadron	

Construction

The parts are well laid out with plenty of decent surface detail, and whilst there are some very fine items, there are some that are not included, leaving you to scratch build. You will need to decide fairly early on which decal option you plan, as the boxings contain two different size resin cowlings, but the versions are clearly described. The instructions would have you commence with the engine, then move to the fuselage, then wings etc. However, I find it much easier to start with pre-painting all the smaller parts, and with a biplane actually paint the whole thing as I go and before final assembly.

There were a couple of areas that caused me some annoyance. Although some parts of the exhaust system are beautifully moulded, the short ejector stubs are not, and RS would have you scratch build them yourself. The other items that need scratchbuilding are the tailplane struts. One has to wonder why, when all the other struts are very well moulded.

The rest of the build was very straightforward, with only small amounts of cleaning up needed after test fitting. For the cockpit, there are several pre-painted etch parts, some of which are first rate, although the seatbelt harnesses were approximately 1/48 and so not usable.

As the lower span is a single piece, the final alignment of the wings was much easier. Also, RS have moulded decent size and depth cut-outs on both the fuselage and wings for the struts, all of which made the job of fitting the top wing as easy as any I have done recently. Full marks there.

Colour Options

In this particular boxing there are four decal options covering a Curtiss built Cuban Hawk, one for the 8th Fighter Sqn. Chinese AF 1937, in an overall green scheme, a Curtiss-built Turkish Hawk, and in the same scheme but with a different three-bladed prop, a KTF-built Turkish Hawk.

I chose the Cuban version. The aircraft depicted is supposedly that of Len Povey, as seen at Miami 1936, a historic aircraft, in that it brought to the world the Cuban 8 maneuver. However, although the personal markings on the fuselage are very well done and the modeller is advised on the upper wing chevrons (open to debate on accuracy), part of the scheme is missing, as there is a picture of this aircraft at Miami showing a Cuban flag painted across the whole underside of both wings. This and other images of Cuban Hawks can be found in the Air Britain book *Central American and Caribbean Air Forces* by Dan Hagedorn, which also states that there were three upper wing chevrons. All is far from lost however, as the aircraft can simply be finished in its normal service scheme. This consisted of a silver/natural metal combination with yellow wing upper surfaces. For these I used Revell 91 for the metal areas, Humbrol 56 (older tin) for the fabric, and white Ensign USN Chrome Yellow for the wings. This gives a good if subtle contrast for the metal and fabric areas; however, it will not work as well with the newer tins of Humbrol 56, as these are too matt.

The decals are excellent. Superb registry and density, along with great adhesion and good tolerance to being handled.

Conclusion

Apart from a couple of silly niggles, the model is first rate and RS should be very pleased with what they have done overall. I for one shall be purchasing a couple more to add to my display of Golden Era fighters from Latin America. The price may put a few off, but in reality, it is about average for a Czech short-run kit of this size, and much cheaper than the Resin versions that RS themselves did about 10 years ago, which did not have such good decals either.

● SAMI

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consisted of black dots, and was hence of little use.

Before the two fuselage halves are joined together the quite spectacular engine is fitted, although sadly, once the cooling fan is added little can be seen. The completed cockpit is added to the fuselage from the underside.

The wings come with separate wheel bay inserts, which fit to the one-piece lower wing, and you will need to remove a fair amount of plastic from the top of the inserts, as well as the inside of the upper wings themselves, to get them to fit. Once dry fitted and trimmed, the whole wing fits extremely well to the fuselage, as do the tailplanes.

Two under-fuselage engine oil coolers are provided. The first is for the prototype, which is completely wrong and is best replaced with an item from the spares box. The second is for a series production version that was never built. Here something is very wrong as the bigger, five-part cooler housing took a lot of cutting and shaping, plus loosing the resin exhaust outlet to get the thing to fit

without covering the wheel bays. The instructions were somewhat vague as to the fit of the external feed for the turbo charger - is it just for the prototype? The instructions would indicate so, and though I have my doubts I fitted it anyway.

As well as the choice of oil coolers there are two types of one-piece propeller, a four-bladed item for the prototype and a six-blade hub for the series aircraft. The whole fourteen-part multi-media undercarriage assembly was easy and straightforward to build up, and last of all the canopy was added, which is a beautifully moulded part, clear with well defined frames, although some trimming was necessary to achieve an adequate fit.

Colour Options

Two options are included in this boxing, both of which are fictitious, as only one prototype was built, and this never took to the air. The prototype version is in overall aluminium with a green dapple on the upper surfaces depicting an aircraft of 18th Sentai, Japan late 1945. The second option is for the series production aircraft with a green upper surface, for which I used Xtracolor Japanese Army Green (X351) and aluminium undersides. With its yellow trimmings it looks a very impressive aircraft from the 29th Sentai, again Japan late 1945. Both aircraft have white home defence panels on the fuselage and wings, orange ID strips on the inner leading edges and black anti-glare panel.

The decals are well printed, but you will have to paint your own home defence white panels, ID strips, anti-glare panel and some of the individual aircraft markings.

Conclusions

RS Models would seem to be concentrating a lot on Japan '46 subjects. As with the Germans, looming defeat stimulated Japanese designers into pushing the boundaries of aviation design, thus producing some of the finest piston engined aircraft ever to be made. RS Models' high altitude Ki-94 II is a fine example of the genre, surprisingly easy to build for a multi-media limited-run kit, well moulded with good detail and nice decals, and recommended to all with an interest in the What If? aircraft of the Pacific War.

● SAMI

Westland Welkin NF Mk II

PLANET MODELS **1/48**

BY COLIN PICKETT

The Westland Welkin was produced in response to high altitude reconnaissance missions by the Luftwaffe, and whilst the Welkin arrived too late due to an extended development period, it was decided to install an AI Mk VIII radar in an effort to provide a service role for the machine. Arriving late in the war, this role also proved obsolete as the Luftwaffe's reach was severely hampered by the Allied advance.

This kit is a follow-on from Planet's earlier day fighter release and comes in a very sturdy cardboard box, the size of which belies the size of the contents even if the weight doesn't. The quality of the resin castings is superb, with air bubbles being virtually absent on the finely engraved parts. The kit comes with two canopies (just in case) and a tiny but vital etched fret containing harnesses and intake grills. The undercarriage is supplied as very clean white metal castings, and this is essential as this is not going to be a lightweight model by any means.

TECHNICAL DATA

Scale: 1/48	Kit No: 219
Price: £86.40	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Metal 3, Vacform Clear 2, Resin 53, Etched 22	
Manufacturer: Planet Models	
UK Importer: Hannants	US Importer: Squadron

Construction

Being a resin kit, construction starts with giving all of the parts a wash in warm soapy water before rinsing and allowing to dry in order to remove any traces of mould release agent. All of the parts then need removing from their casting blocks and I use a piercing saw for this as it is accurate enough to reduce sanding to a minimum and fragile enough to stop me being too ham-fisted and breaking parts.

Real construction starts with the cockpit and a test fit revealed that the cockpit floor was a little too wide whilst the lack of a rear bulkhead would be an issue as the wing joint would be visible. I formed plastic card bulkheads for the cockpit and tailwheel well before moving on to painting the cockpit parts. At this point it's worth noting that the instructions are a little concise and I employed the excellent 4+ Publication on the Westland Welkin (ISBN 80-86637-01-8) to help fill in the gaps, and I have to say it paid for its cover price just in reduced stress and confusion. One thing the book cleared up was a circular aperture on the port side of the navigator's position as this is not referred to in the instructions. It's actually a window so I drilled the hole all the way through to the inside of the cockpit, ready to be glazed with Kristal Klear.

The cockpit is very visible through the large transparency and with this in mind I opted to add some instrument dials to the resin panel, which I punched from a spare Airfix Spitfire 22/24 decal sheet, just to make things look a little busy before applying a wash of dilute Tamiya Smoke and a dry-brush of medium grey to give shadow and highlights to the cockpit detail.

Joining the fuselage halves together proved a bit of a chore as the long cigar-shaped fuselage misaligned easily, and then had to be treated with filler and a session of sanding. With hindsight the introduction of some plastic tabs would have helped this stage – maybe next time.

Due to the size of the kit I decided to treat the wings as separate sub-assemblies to make handling easier, so elected to build the engine nacelles next. The instructions would have you fit the exhausts at this point, but I decided to blank off the inside of the apertures and paint and add these at the end to spare myself a fiddly painting job. A test fit of the engine nacelles showed a good fit at the front but severe fit problems at the rear, which needed several applications of filler to get a reasonable shape.

Finally the wings were ready for installation and Planet have made the kit in such a way that the tabs on the wing ends overlap to form a spar inside the fuselage. I applied a generous helping of epoxy adhesive, clamped everything in place and walked away for a couple of days to let everything cure fully before I started meddling again.

The tailplane assembly was then fitted in place with metal dowels added for security and it's worth noting that the rudder surface looks as if it has suffered from massive shrinkage on first inspection, however a check with the 4+ guide shows that Planet have done their research and the original has this feature too.

The propellers are cast as individual parts, which have to be fitted to the solid cast hubs and spinners. I chose to drill holes at each propeller mounting point and also fit a plastic rod to the middle of the propeller hub to allow it to be fitted centrally to the nacelles.

A final application of filler and a sand with finer and finer abrasives left the Welkin ready for a slight rescribe over the joints before application of a coat of Halfords grey primer to check for any defects. A second session of filling, sanding and priming left me happy with the finish so I polished the primer with very fine abrasive paper and the model was ready for painting

Colour Options

The Welkin NF Mk II had a very limited life, first as a prototype and then as a company hack, and as such the decal choices are quite limited, and it's a choice between the Medium Sea Grey over Yellow prototype or the hack markings for the same aircraft. The decals are printed by Aviprint and are in perfect register, being crisp and having only the slightest hint of carrier film.

I opted for the prototype and used Xtracrylix for the paint finish, starting off first with an allover coat of Medium Sea Grey before masking off the undersides and airbrushing Trainer Yellow. This was then faded in with Rescue Yellow to give a weathered surface underneath, whilst the top surfaces received a very watered down blend of Slate Grey and Dark Earth to give an impression of staining. Finally the areas around the exhausts were airbrushed with Tamiya Smoke to give an exhaust stain. The airframe was then coated with satin varnish before streaks of matt varnish were applied in the direction of the airflow to give a final touch to the weathering. I tried to exercise a little restraint as this was a prototype aircraft.

Finally the undercarriage was fitted, which gave the weighty Welkin some strength in its legs.

Conclusion

Whilst a commercial failure for Westland, the Welkin is an attractive aircraft, looking like a cross between a Mosquito and a Whirlwind, but with the much longer wings, commensurate with its intended high altitude role, and Planet have done well to capture the look of this fascinating aircraft.

A large kit, it's not one for a resin novice and at nearly £90.00 not a purchase to be taken lightly. As an example of the Westland Welkin it's superb and with a wingspan of 45cm, it will be a focal point for your collection as well as a challenge to build, and on that basis I think it's a fine indulgence.

● SAMI

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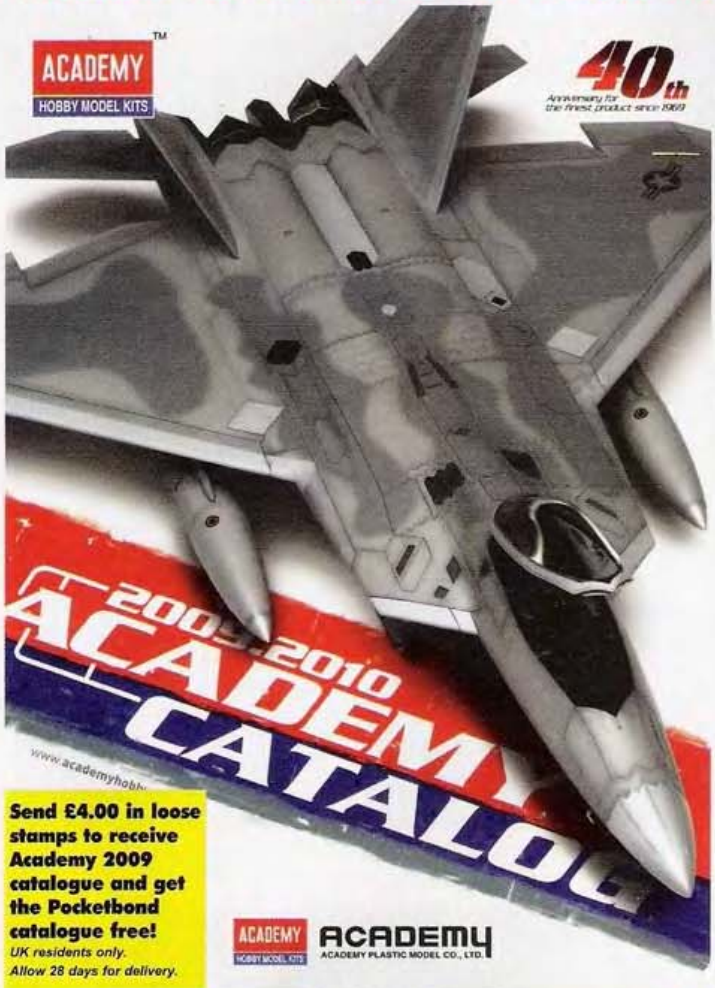


Send £4.00 in loose stamps to receive Academy 2009 catalogue and get the Pocketbond catalogue free!
UK residents only.
Allow 28 days for delivery.

We are pleased to announce that we have been appointed by Academy Plastic Model Co Ltd of Korea as the new Exclusive UK Distributor for Academy Plastic Model Kits. Academy kits are well introduced in the UK and known for their excellent quality and accuracy as well as competitive pricing.

There has been some gap in supplies. In the future we look forward to bringing you new releases on time.

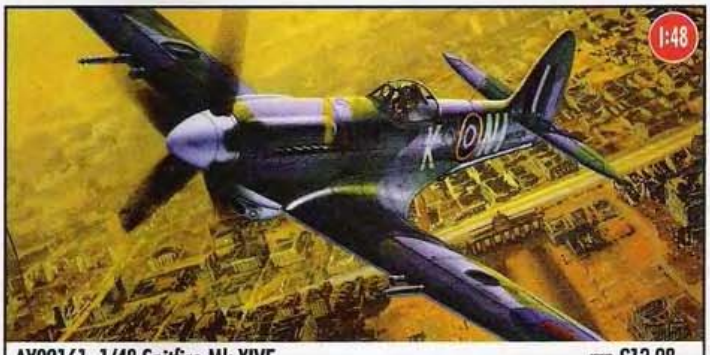
NEW

Our first shipment from Academy should arrive early July - this will include the long awaited new F-22 Raptor, plus many other popular models!

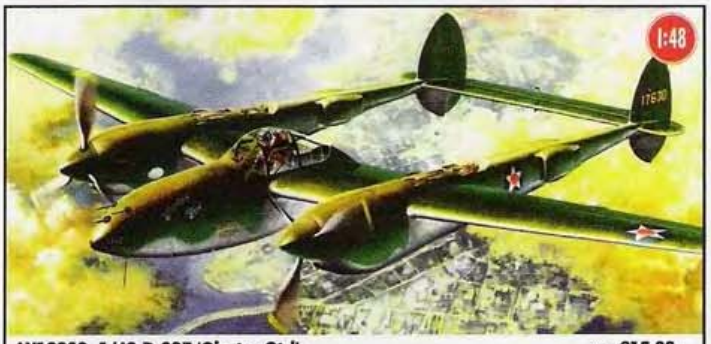
AY12212 1/48 F-22 "Raptor" - Air Dominance Fighter **rrp £39.98**

AY12406 1/72 SBC-4 Helldiver **rrp £13.98**

AY12213 1/48 F-15K "Republic of Korea Air Force" **rrp £25.98**



AY02161 1/48 Spitfire Mk XIVE **rrp £13.98**



AY12208 1/48 P-38F 'Glacier Girl' **rrp £15.98**

AY12703 1/48 MH-53E Sea Dragon **rrp £59.98**

***Exclusive UK Distributors* POCKETBOND LTD (Dept SAMI/907C)**

Prices shown subject to change because of fluctuation in exchange rates.

P.O.BOX 80, WELWYN, HERTS, AL6 0ND. Trade enquiries only on tel 01707 391509, fax 01707 327466, info@pocketbond.co.uk

ON THE SIDE

Model Design Construction

I must apologise to MDC as in May I got a review sample they had supplied muddled up with an older product I had on my work bench. The review published under the title Mr Hobby Mr Cement Deluxe should have read Mr Cement S.

As stated in the article this product is similar in performance to Tamiya Thin Cement which is not widely available in the EU.

And some readers may have noticed that we also mistakenly relocated them from Derbyshire to Israel in the index at the rear of the issue, this is of course not the case.

MDCs own range can be viewed at www.modedesignconstruction.com as well as the imported Mr Hobby Range.

● SAMI

Lone Star Models

When Wingnut Models released their first four WW1 Biplane kits they were greeted with a degree of enthusiasm. However, there was a small flaw with the Junkers J.1 in that there was a 2mm gap between the wing and the aileron. Lone Star Models has produced a simple correction in the shape of two small resin pieces, complete with two corrugations that match the kit's plastic moulding perfectly. This correction costs just US$5 including postage.

1/32

Junkers J.1 Infill Correction
Designed for: Wingnut Models
Price: $5.00 Inc P+P

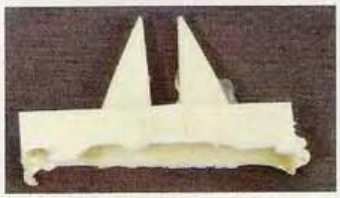
Conclusion

If you have the Wingnuts kit get one of these as it will save you having to think about cutting up an expensive kit. It is such a simple conversion that even I managed to add it to my kit in a few minutes with no problems.

You can order this item by sending $5 to Lone Star Models 13511 Greywood Dr. Sugar Land, Texas 77498, U.S.A

View the full Lone Star Model Range at www.lonestarmodels.com

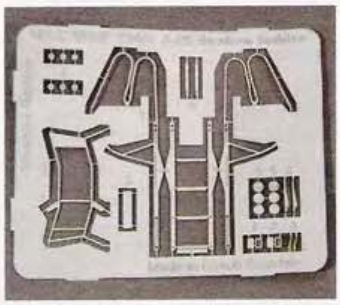
● SAMI



Maestro Models

I thought that Maestro Models had produced every possible update for the Draken, but I was wrong, for this month we have a comprehensive set to convert the Hasegawa Draken into the two-seat trainer. This is by far the largest set so far released, and includes resin, vacform canopies, and pre-coloured etched brass courtesy of Eduard, plus a small decal sheet, which combined with the kit decals produces two marking options.

K481 Hawker Hunter Vac Formed Canopy



P7203 Boarding ladder for Saab 35 Draken

Also new this month is a nice boarding ladder for the 1/72 Draken, again produced by Eduard, plus more items for the SAAB Viggen. The first non-Swedish subject is a pair of vacform canopies for the Hawker Hunter. Full instructions are supplied in both English and Swedish, and these also include a black and white photograph of the real thing.

K4815 Sk 35C Two-Seat Draken Conversion

1/72

P7203 Boarding ladder for Saab 35 Draken
Designed for: Hasegawa

K7205 2X FFV Aden Gun Pods for AJ 37 Viggen and Sk60
Designed for: Airfix/ Hasegawa

K7208 Night Recce Pod MSK for SH 37 and SF 37Viggen
Designed for: Airfix/ Hasegawa

K7210 SKA24 Long Range Camera for SH 37 Viggen
Designed for: Airfix/ Hasegawa

K7208 Night Recce Pod MSK for SH 37 and SF 37Viggen

1/48

K4815 Sk 35C Two Seat Draken Conversion
Designed for: Hasegawa

K4816 Pod KB Early Chaff Dispenser for Viggen + Draken
Designed for: Hasegawa/Airfix/Esci

K481 Hawker Hunter Vac Formed Canopy
Designed for: Academy

Conclusion

Though all of the sets are well cast and can be recommended, it is the Two-Seat Draken set that is the star of the show and I wonder if we could have a similar set to produce a two-seat Viggen? I wish!

These items can be ordered from www.rebell.com or by phone on +46 088252 06

● SAMI

Odds and Ordnance

Something very different for fans of the BAC Lightning this month from this source in the shape of a set of overwing fuel tanks. What is so unusual about that, I hear you ask? Well I have never seen them with a set of rockets grafted on to their nose, an option I believe for the Saudi export version. Another release, also designed for the Lightning in the ground attack role, is a set of underwing pylons, which you can load with either a Matra 155 pod or 1,000lb GP Bombs. The final set is a return to the Blackburn Buccaneer, and this time we have two AS.30 missiles and their associated pylons.

All of the sets are well cast and preparation is simple, with only a few small cuts needed to remove the pour blocks followed by a quick wash in soapy water to remove any mould release agent.

OAO 72008 Blackburn Buccaneer AS.30 Missile and Pylons

1/72

OAO 72008 Blackburn Buccaneer AS.30 Missile and Pylons
Designed for: Any Price: TBC

OAO 72009 BAC Lightning
2 x Pylons, 2 X Matra 155, 4 X 1,000lb Bombs (2 Types)
Designed for: Any Price: TBC

OAO 72012 BAC Lightning
2 x Overwing pylons, 4 x JL100 Rocket/Fuel Pods
Designed for: Any Price: TBC

Conclusion

Some very interesting and exotic subjects this month and I can see some of these sets making an appearance on my Airfix TSR.2 What If ? at Telford.

For ordering information on this range you can contact Odds and Ordnance via Email at oddsandordnance@yahoo.co.uk or by mail at Tigh Carbman, 18 Harrapool, Broadford, Isle of Skye, IV49 9AH and if you can wait that long they will also be displaying at Telford in November.

● SAMI

OAO 72009 BAC Lightning

OAO 72012 BAC Lightning

Scale Aircraft Conversions

Scale Aircraft Conversions provide a range of white metal undercarriage parts that combine the detail of resin with the strength of metal. Only a small amount of cleaning up is required with a jewellers file to remove the pour stub before fitting to your model as a direct replacement for the kit parts.

1/48

F-22A Raptor Landing Gear
Product No: 48020
Designed for: Academy
Price: $16.95

F-86A Sabre Landing Gear
Product No: 48021
Designed for: Hasegawa
Price: $9.95

AV-8B, GR Mk 7 Harrier Landing Gear
Product No: 48022
Designed for: Hasegawa
Price: $16.95

TSR.2 Landing Gear
Product No: 48026
Designed for: Airfix
Price: $19.95

A-1 Skyraider Landing Gear
Product No: 48027
Designed for: Tamiya
Price: $14.95

1/32

Ju 88 Landing Gear
Product No: 32026
Designed for: Revell
Price: $19.95

F-80C, T-33 Landing Gear
Product No: 32029
Designed for: Czech Model
Price: $16.95

Conclusion

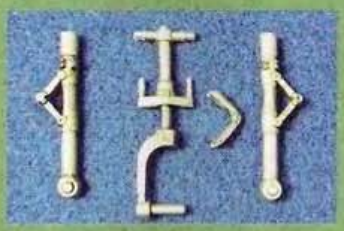
Two of these sets, the TSR.2 and F-80, correct flaws in the kit's legs so are really must have items, while the others add detail and strength to there respective types.

Scale Aircraft Conversions products are available to purchase in the UK from A2Zee models at www.a2zeemodels.com The manufacturers also have their own website at www.scaleaircraftconversions.com.

Our thanks to Ross McMillan for supplying the review samples.

As is normal I have included the photos supplied by SAC for these sets.

● SAMI



L'Arsenal

The latest releases from French manufacturer L'Arsenal are obviously aimed at the Revell Ju 88. We start with the ETC500 racks and of course if you have racks you need bombs, so we have sets of SC and SD 500kg bombs. Finally, you can replace the kit's guns with some exquisite MG-15 machine guns. These are supplied in a pack of five and use resin for the gun and magazines to which you add an etched brass gunsight from a choice of two different styles.

1/32

ETC-500 Bomb Racks X 4
Product No: 32-01
Designed for: Revell — Price: €9.95 Euro

SC-500 Bomb
Product No: 32-02
Designed for: Various — Price: €8.95 Euro

SD-500E Bomb
Product No: 32-03
Designed for: Various — Price: €8.95 Euro

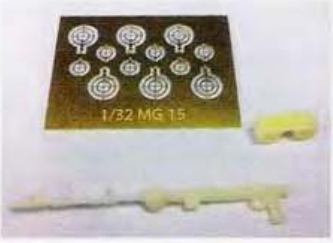
MG-15 Machine Guns X 4
Product No: 32-04
Designed for: Various — Price: €7.95 Euro

Conclusion

The resin castings are, as always from L'Arsenal, beautifully cast with only a small amount of flash and pour blocks requiring cleaning up before assembly. For Luftwaffe fans this is just the start of a whole range of 1/32 items including 250kg bombs, a whole series of machine guns and two conversion sets for Revell's Ju 88A-4 and A-5.

L'Arsenal has a bilingual website from which you can order their full range. The English version's address is www.larsenal.com/GB/index.php and they can be emailed at info@larsenal.com

● SAMI



ON THE SIDE

SBS48006 Mitsubishi A6M Zero Seat

SBS Models

The latest releases from SBS models are a bit different from the corrected propeller sets we have seen from them in the past. Now they are producing a range of cockpit seats. These are of scale thickness, which means they are almost translucent, so care will be needed to remove them from the casting block. The first round of releases include seats for the Messerschmitt Bf 109, MC202 and the Mitsubishi A6M Zero. Each pack contains two seats and the 109 seat can be ordered with or with out a moulded seat harness while the Zero seat only comes with them moulded at present.

1/48

SBS48006 Mitsubishi A6M Zero Seat
Designed for: Various Price: 6.00 Euro

SBS48007 Messerschmitt Bf 109E Seat With Harness
Designed for: Various Price: 6.00 Euro

SBS48008 Messerschmitt Bf 109E Seat Without Harness
Designed for: Various Price: 6.00 Euro

SBS48009 Messerschmitt Bf 109E Seat With Harness
Designed for: Various Price: 6.00 Euro

Conclusion

These seats are of scale thickness and I do like the ones with the moulded seat belts, which will look very realistic with careful painting. SBS are coming right up to date soon with sets for some classic jet fighters, so to see what is in development and order the existing sets, plus a range of useful modelling tools, visit their website at www.sbsmodel.com. They can be contacted via Email at contact@sbsmodel.com or via surface mail at 1155 Budapest, Toth Istvan Street 60, Hungary.

● SAMI

SBS48008 Messerschmitt Bf 109E Seat Without Harness

Eduard

Once again many of us will be kicking ourselves for not waiting a couple of months to start that big project. Eduard have come up with the goods again, and looking at the contents of these sets it's hard to imagine how a kit without them can hope to compare – so if you are one of those people seen staggering under the weight of half a dozen Airfix TSR.2s, you will have some hard decisions to make. Look at that undercarriage detail set!

Lots of good news this month in all three major scales.

1/72

F/A-18E Paint masks
Item No: CX234 Price: £TBC
Designed for: Revell kit

AH-1 Paint Masks
Item No: CX235 Price: £TBC
Designed for: HobbyBoss kit

E-2C Hawkeye Paint Masks
Item No: CX236 Price: £TBC
Designed for: Hasegawa kit

BAC F.1A/F.2 Lightning
Item No: CX237 Price: £TBC
Designed for: Trumpeter kit

A-7A Details (Zoom)
Item No: SS326 (pre-painted/self-adhesive)
Price: £TBC
Designed for: HobbyBoss kit

F/A-18E Hornet Details (Zoom)
Item No: SS329 (pre-painted/self-adhesive)
Price: £TBC
Designed for: Revell kit

A-7A Details
Item No: 73326 (pre-painted/self-adhesive)
Price: £22.50
Designed for: HobbyBoss kit

F/A-18E Hornet Details
Item No: 73329 (pre-painted/self-adhesive)
Price: £TBC
Designed for: Revell kit

1/48

TBM-3 Avenger Paint Masks
Item No: EX264 Price: £TBC
Designed for: HobbyBoss kit

F-105G paint Masks
Item No: EX266 Price: £TBC
Designed for: HobbyBoss kit

Mosquito B Mk IV Paint Masks
Item No: EX268 Price: £TBC
Designed for: Revell kit

F-22 Raptor Paint Masks
Item No: EX269 Price: £6.99
Designed for: Academy kit

TSR.2 Interior (Zoom)
Item No: FE436 (pre-painted/self-adhesive)
Price: £TBC
Designed for: Airfix kit

F-105D/G Exterior
Item No: 48610 Price: £TBC
Designed for: HobbyBoss kit

TSR.2 Undercarriage
Item No: 48614 Price: £TBC
Designed for: Airfix kit

TSR.2 Interior
Item No: 49436 (pre-painted/self-adhesive)
Price: £TBC
Designed for: Airfix kit

TSR.2 Exterior
Item No: 48616 Price: £TBC
Designed for: Airfix kit

1/32

Ju 88A Paint Masks
Item No: JX084 Price: £TBC
Designed for: Revell kit

English Electric F.1A/F.3 Paint Masks
Item No: JX086 Price: £TBC
Designed for: Trumpeter kit

Me 262A Schwalbe Interior (Zoom)
Item No: 33024 (pre-painted/self-adhesive)
Price: £TBC
Designed for: Trumpeter kit

F8F Bearcat Interior (Zoom)
Item No: 33028 (pre-painted/self-adhesive)
Price: £TBC
Designed for: Trumpeter kit

P-40K Interior (Zoom)
Item No: 33029 (pre-painted/self-adhesive)

Price: £TBC
Designed for: Hasegawa kit

Ju 88A Interior (Zoom)
Item No: 33030 (pre-painted/self-adhesive)
Price: £TBC
Designed for: Revell kit

P-51D Exterior
Item No: 33216 Price: £TBC
Designed for: Trumpeter kit

P-51D Gun Bay
Item No: 32218 Price: £TBC
Designed for: Trumpeter kit

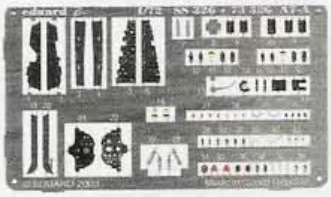
Ju 88A Exterior
Item No: 32224 Price: £TBC
Designed for: Revell kit

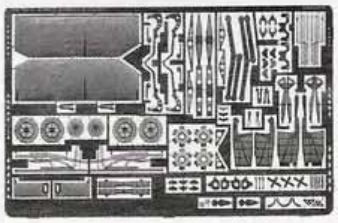
P-51D Interior
Item No: 32627 (pre-painted/self-adhesive)
Price: £TBC
Designed for: Trumpeter kit

Despite the worst of the recession Eduard continue to push out product of this quality, and with such good kits coming out to match it too, we have a lot to be thankful for.

UK importers are Hannants and LSA, while Squadron keep the range in the US. Don't forget to check out the website at www.eduard.com

● SAMI



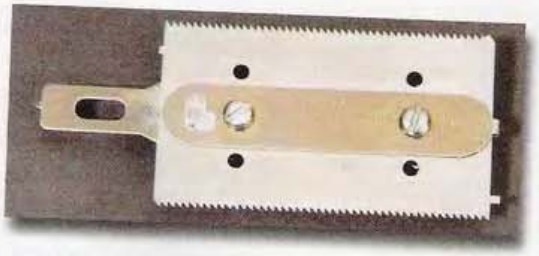


RB Productions

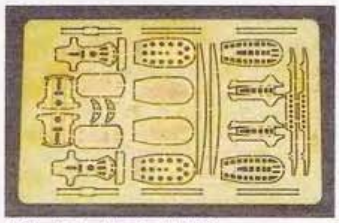
The latest releases from RB productions include another of Radu's brass sets with a Luftwaffe flavour, this time a selection of three different rudder pedals. Also released is a new system of saws, with blades based on the Japanese Ryoba saws with teeth on both sides. Each side is handed and a little arrow is embossed on the blade so you can tell which way the teeth are angled. The saw blades fit into a universal holder, which fits into a standard chuck handle, and are available in four different sizes from large teeth, for rapid cuts, to ultra fine.

Now, a word based on my experiences on opening the packets containing the saw blades. I first inspected the rapid cut blade, and here the teeth are just visible. The next packet I opened was the ultra fine blade, and this to the naked eye looks like a plain piece of metal, and I thought that RB had sent me an unfinished blank in error. Can you see it coming yet?

Yes. I ran my finger along the edge of the metal. Yes. It was a fine blade and it take ages for such a fine cut to stop bleeding, so though you cannot see the teeth with the naked eye believe me they are there! The blades are sharp enough to cut through wood, plastic, resin and even soft metals as well as skin. A real nice touch is that you can fix the blade in two different positions on the handle, and by offsetting it you have a small non-flexible cutting edge perfect for accurate work.



Universal Saw Holder with Rapid Cut Saw fitted



Luftwaffe Rudder Pedals X 3

1/32

Luftwaffe Rudder Pedals X 3
Product No: RB-P32 010 Price: 4.50 Euros

No Scale

Universal Saw Holder
Product No: RB-SAW Price: 6 Euros

Rapid Cut Saw
Product No: RB-T014 Price: 3 Euros

Medium Saw
Product No: RB-T015 Price: 3 Euros

Fine Saw
Product No: RB-T016 Price: 3 Euros

Ultra Fine Saw
Product No: RB-T017 Price: 3 Euros

Conclusion

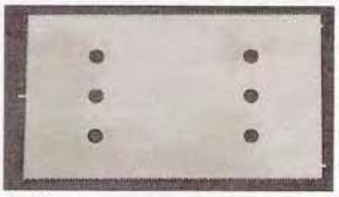
I really like these blades and have used them in the preparation of a number of conversions. They cut through both resin and plastic with ease, and more importantly I have achieved very accurate cuts.

The only downside I have found after using these blades for a week is that it is very fiddly to swap the blades around, personally I would buy an equal number of holders to blades and just swap the whole assembly through my wooden handle.

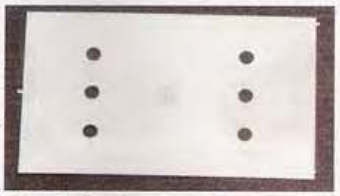
Items can be purchased from the new website at www.radub.com

● SAMI

Medium Saw



Fine Saw



Ultra Fine Saw

Pete's Hanger

If ever there was a competition for the aircraft most ill suited to operations from the deck of a carrier the F-111 must be one the front runners for the Gold Medal, but operate from a carrier deck it did - though thankfully only on a trials basis that proved just how unsuited to the role this type was.

Now Australian company Pete's Hanger have produced a conversion for Hasegawa's F-111C/G to produce a F-111B. We start with some nice resin castings, which supply the type's short radome, wheels, ECM pod and the tail hook/skid. These completely change the look of the F-111. A new twin-wheel heavy duty nosewheel leg is supplied in brass and looks a lot beefier than the standard kit leg. The instructions are clear and comprehensive including a number of thumbnail sketches to guide you through the assembly process.

Now in most conversions of this type you are left to find the markings for your model from the spares box or test your artistic skills, and to be honest that is what stops me from attempting many such projects, but not with this set, which also supplies eight marking options as applied to the four F-111Bs between 1964 and 1968. Most of these are pretty plain, but two of the options are for aircraft assigned to trials of the Phoenix missile with large artwork on their tails.

1/72

PHR 72-005 F-111B Conversion
Designed for: Hasegawa
Price: AUD$30

Conclusion

This conversion supplies everything you need to produce a real naval oddity. It is more than 10 years since I last produced a model in 1/72, but as we lack a F-111 in my preferred 1/32 scale, and as I was truly inspired by the quality of the parts in this conversion, to the Editor's amazement I have let the moths out of my wallet and placed an order for the recently reissued Hasegawa F-111C with my local model shop.

This superb set can be ordered from the Victorian Hobby Centre, 21A Swanston Street, Melbourne, Victoria 300, Australia Tel 61 039 650 4817 Email Vichobbies@bigpond.com.au

● SAMI

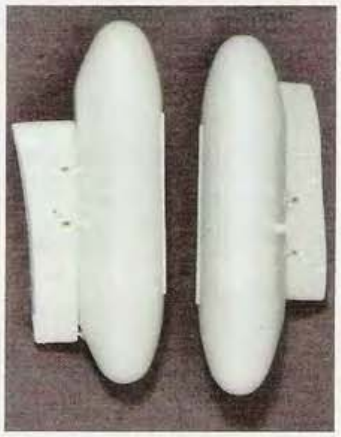
ON THE SIDE

ModelArt

What is the most important aircraft on an aircraft carrier? The Fighters, Bombers, Electronic Warfare or the Helicopters? Well, to the crew it is the least modelled of Navy aircraft, the humble COD or Carrier Onboard Delivery aircraft that delivers the mail and fresh supplies to the boat whenever it is in range of land.

In the Royal Navy of the 60s this role was carried out by a version of the Gannet with all offensive weaponry and equipment removed. With the recent release by Trumpeter and Revell of a 1/72 kit ModelArt have produced a simple set of underwing mail pods to help produce a Gannet AS.4 (COD).

The instructions are bilingual in French and English and include two thumbnail photographs of a Gannet to insure correct positioning of the underwing pods. The resin castings are perfect with virtually no clean-up required before use.



1/72

Fairey Gannet AS.4 (COD)
Designed for: Revell/Trumpeter
Price: £6.00 inc P+P

Conclusion

Though ModelArt are better known for their superb decal sheets, their infrequent resin sets are of an equally high quality and can be highly recommended.

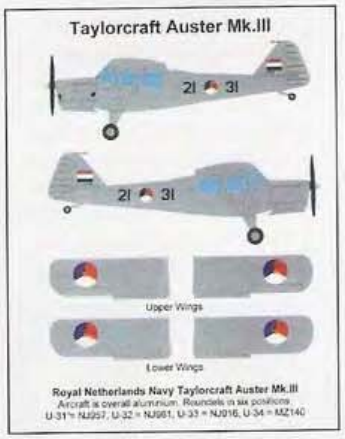
Items can be ordered direct from the manufacturer at Model Art Decal Systems, P.O Box 64, Bury, Lancashire, BL9 0SF Tel 01706 827500 or via Email at modartdec@btinternet.com

● SAMI

Flevo Decals

It is always a pleasure to welcome a new manufacturer to our pages and the latest is Flevo decals from Holland. Their first sheets are for aircraft of the Dutch Navy in all three major scales, and include some types you would not normally associate with navy units. Certainly you would not expect to find a Dakota, Tiger Moth or two-seat Meteor on the decks of a carrier but these are just some of the types that feature on the smaller-scale sheets.

The instructions supply four-view drawings along with details of the aircraft's use, and the painting guide are keyed to Model Master, Xtracolor, Humbrol and Gunze Sangyo as well as the FS standard number.



FD72-001 Royal Netherlands Navy Part 1

1/72

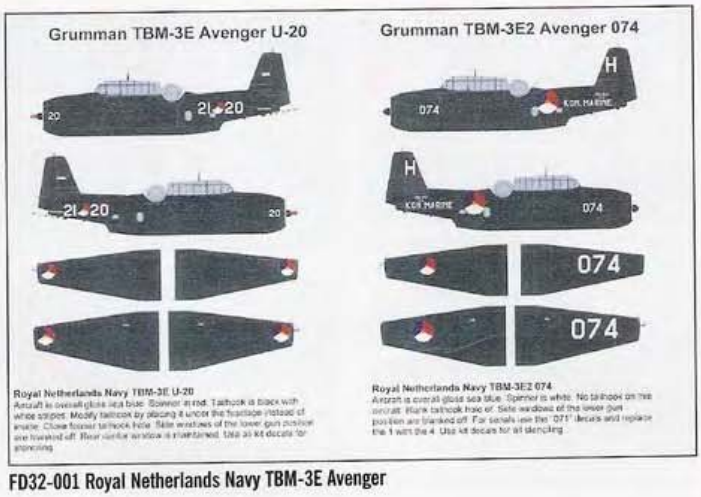
FD72-001 Royal Netherlands Navy Part 1

- 1. Royal Netherlands Navy D.H. 82 Tiger Moth U-101/102/103
- 2. Royal Netherlands Navy D.H. 82 Tiger Moth 001/K 002/V
- 3. Royal Netherland Navy B-25D A-21
- 4. Royal Netherland Navy B-25D A-18
- 5. Royal Netherland Navy B-25C R-3
- 6. Royal Netherland Navy B-25C M-1
- 7. Royal Netherland Navy B-25C B-2
- 8. Royal Netherlands Navy R4D-1 018 Sideviews
- 9. Royal Netherlands Navy R4D-1 019 Sideviews
- 10. Royal Netherlands Navy Gloster Meteor T Mk 7 135/136
- 11. Royal Netherlands Navy Taylorcraft Auster Mk III
- 12. Royal Netherlands Navy PV-2

1/48

FD48-001 Royal Netherlands Navy Part 1

This sheet provides some of the options on the smaller 1/72 sheet listed above.



FD32-001 Royal Netherlands Navy TBM-3E Avenger

They are Dakota, Mitchell and Tiger Moth

1/32

FD32-001 Royal Netherlands Navy TBM-3E Avenger

- 1. Royal Netherlands Navy TBM-3E U-20
- 2. Royal Netherlands Navy TBM-3E U-23
- 3. Royal Netherlands Navy TBN-3E 071
- 4. Royal Netherlands Navy TBN-3E2 074

Conclusion

An interesting selection of types in unusual colours, perfect for a mini collection or just for something different on the model shelf. Flevo are promising further Dutch subjects as well as United States Navy sheets in their forthcoming range. These decal sheets cost 13.50 euros each and can be ordered direct from the manufacturer at www.flevoaviationhobby.net or via surface mail from Flevo aviation Hobby, Schouw 5032, 8232XB Lelystad, The Netherlands.

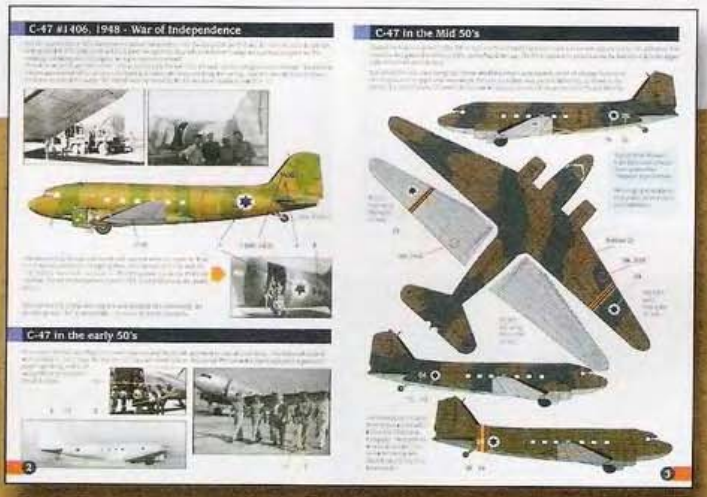
SAMI

Isra Decal

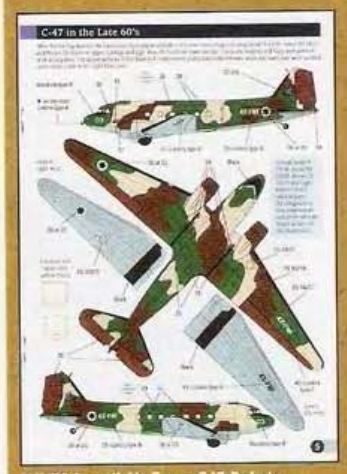
This month's new releases are all for transport types in service with the Israeli Air Force, starting with the C-47 Dakota. The C-47 entered service with the IAF in 1948 and, surprisingly, examples were still on active duties 50 years later. Over this time period the type carried a number of different schemes, starting with an almost WW2 scheme through the classic sand, brown and green most commonly associated with the IAF, before ending its days in low-viz grey. In 1/72 you also get markings for the Nord Noratlas, a type that did not quite have the length of service of the C-47 but still soldiered on for twenty years and carried three different camouflage schemes. Last we have one of the most versatile types for the IAF in its early days, the B377 Stratocrusier and its military variants the C/KC-97, these carried a scheme very similar to airliners, with a large squadron badge on the tail.

All of these sheets enable you to model multiple options by the use of number and letter jungles, plus numerous variations of the squadron badges.

As always the instructions are mini reference books that include all you need to know to model the various schemes and if you have the references you can model any of the subject aircraft at any time period.



IAF-77 Israeli Air Force C-47 Dakota & Nord 2501 Noratlas



IAF-76 Israeli Air Force C47 Dakota

1/72

IAF-77 Israeli Air Force C-47 Dakota & Nord 2501 Noratlas

IAF-78 Israeli Air Force Boeing B377, C-97, KC-97 Stratocruiser

1/48

IAF-76 Israeli Air Force C-47 Dakota

Conclusion

As is normal these sheets are well researched and perfectly presented. If you have any interest in Israeli subjects you will no doubt have already ordered these sheets - if not what are you waiting for!

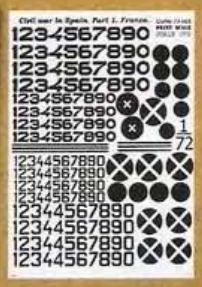
IsraDecals can be ordered online from www.isradecal.com alternatively Hannants and the Aviation Hobbyshop normally stock the range in the UK.

SAMI

IAF-78 Israeli Air Force Boeing B377, C97, KC97 Stratocruiser

Printscale

These sheets were passed to us at Hendon by SAMI reviewer Mr. Konstantine Malinovsky. No UK importer currently exists, but the manufacturers are keen to find a stockist for the range. Decals are very well printed with concise colour instructions. These are in Russian, but the colour illustrations ensure decal placement will prove unproblematic.



1/72

72003 Civil War in Spain Part 1. Franco
A generic sheet of numbers and national markings for Axis types in Spain during the conflict

1/48

US WW2/Korea Bomb and Rocket Markings
This sheet includes stencilling for ordnance, including M-30 100lb, M-57 250lb, M-59 1,000lb, M-64 500lb bombs, as well as 5" HVAR rockets.

008-48 Los Moscas Atacan
Polikarpov I-16 in Spain
This sheet offers twelve aircraft in a wide variety of colours and markings

48012 MiG-19 Farmer
Markings provided for eight aircraft

These sheets look very good, and offer some useful decals, especially for Spanish Civil War subjects. Availabilty is, as yet, uncertain, but the sheets do feature an email address for the manufacturer at gans68@imail.ru

SAMI

TwoBobs Decals

A real mix of subjects from TwoBobs this month, including choppers, modern fast jets and two vintage schemes. The first is an A-7 Corsair from Vietnam that has an impressive set of human teeth - not the shark mouths you normally associate with the type, and this sheet includes markings in both 1/48 and 1/32. The second vintage scheme is for the SAAB Draken in 1/72, and all four options carry some form of special markings including one example in an attractive overall red scheme. Of course more modern types are TwoBobs' stock in trade and this month we have F-18s, AH-64s and Marine Cobras as well as what must be one of the last sheets for the now retired Tomcat.

TB48-035 AH-1W Whiskies in the Mix (Re-issue)

TB48-045 F-14A VF74 Beeville's (Reissue)

1/72

TB72-082 J 35F/J Swedish Drakens
- 1. J 35J Draken Serial No 35541 F10-43 Johan Yellow
- 2. J 35F-1 Draken Serial No 35475 F18-11 Petter Red
- 3. J 35F-1 Draken Serial No 35468 F10-66 White Ghost

1/48

TB48-035 AH-1W Whiskies in the Mix (Reissue)
This sheet includes markings from *Desert Storm*, *Allied Force* and *Operation Enduring Freedom*. Many of the options includes shark mouths, large cobras or female artwork

TB48-045 F-14A VF74 Beeville's (Reissue)
This sheet supplies markings for three Tomcats in an unusual grey disruptive camouflage

TB48-191 AH-64A Iron City Apaches
This sheet provides markings for no less than fifteen Apaches of the Pennsylvania ARNG and includes examples with shark's teeth on the nose, while some carry markings from the Pennsylvania Stealer's football team on the underside of the fuselage

TB48-192 F/A-18C Patriot Vigilantes
- 1. F/A-18C, VFA-151 *USS Abraham Lincoln*. July 2008
- 2. F/A-18C, VFA-151 *USS Constellation*. January 2003

TB72-082 J35F/J Swedish Drakens

TB48-192 F/A-18C Patriot Vigilantes

1/48

TB35-001 Whiskeys in the Mix (Reissue)
This sheet includes markings from *Desert Storm*, *Allied Force* and *Operation Enduring Freedom*. Many of the options includes shark mouths, large cobras or tastefully decorous female artwork.

1/48 and 1/32

TB48-195/32-055 A-7D Molar Marauder
This sheet provides both 1/48 and 1/32 markings. Perfect to share with a friend!
- 1. A-7D Corsair II, S/N 71-0354 354th TFW, Korat RTAFB *Linebacker* II, 1 June 1973

Conclusion

These sheets maintain TwoBobs' normal standards with their high quality instructions which includes colour thumbnail pictures of the real aircraft as well as clear profile drawings.

These sheets can be obtained online from the website at www.twobobs.net, while in the UK, TwoBobs decals are stocked by Hannants.

SAMI

TB48-191 AH64-A Iron City Apaches

TB48-195/32-055 A-7D Molar Marauder

Model Alliance

Model Alliance products are always special events, and the recent silver selections, both in book form and decal have been very warmly received. Here, at last, are a couple of sheets to accompany the Wings & Waves book – the arrival of which publication was seen visibly to move the Editor to an unaccustomed display of cordiality. These new sheets will no doubt move him further. Now all we need to find are some nice kits of early Blackburn and Fairey types in 1/48, and his latest silly scheme may take wing...

Also new in 1/72 is a superb set for RAF ISTARS types, including the Sentinel R.1, a type Model Alliance seem to have some inside dope on, as the instruction sheet suggests a new kit in this scale is due in late 2009 or early 2010.

All sheets are lavishly provided with full colour instructions, and the decals are to Model Alliance's usual high standard.

1/72

MA-72162 RAF ISTARS in association with RAF Waddington

- Boeing E-3D Sentry Mk 1 ZX103, 8/23 Sqn. 90th Anniversary scheme, RAF Waddington 2005
- Boeing E-3D Sentry Mk 1 ZX101, 8/23 Sqn. RAF Waddington 2007
- Boeing E-3D Sentry Mk 1 ZX105, 8/23/54 Sqn. RAF Waddington 2008
- BAe Systems Nimrod R.1 XW665, 51 Sqn, RAF Waddington 2008
- Bombardier Sentinel R.1, ZJ690, 5(AC) Sqn, RAF Waddington 2008

1/48 and 1/72

MA-72180/MA-48180 Wings & Waves Pt. 1

- Supermarine Walrus Mk I K8343, 718 Flight *HMS Exeter* 1937
- Fairey Swordfish Mk I K5960, 823 Sqn. *HMS Glorious*, 1939
- Gloster Sea Gladiator N5519, 802 Sqn. *HMS Glorious*, 1939
- Hawker Nimrod S1579, 408 Flight, *HMS Glorious*, 1932
- Blackburn Skua L3007, 757 Sqn. Worthy Down, 1939
- Fairey Flycatcher S1282, 408 Flight, *HMS Glorious*, 1930

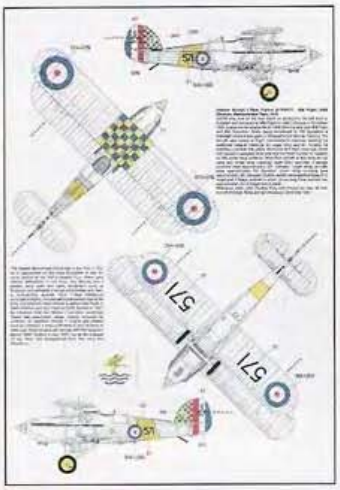
MA-72181/MA-48181 Wings & Waves Pt. 2

- Fairey Swordfish Mk I L9780, 821 Sqn. *HMS Ark Royal*, 1939
- Fairey Flycatcher N9923, 402 Flight, *HMS Eagle*, 1927
- Hawker Nimrod S1634, 802 Sqn. *HMS Glorious*, 1932
- Supermarine Walrus Mk I L2190, 715 Flight *HMS Birmingham* 1938
- Blackburn Skua L3011, 806 Sqn. Eastleigh, 1939
- Gloster Sea Gladiator N5500, 769 Sqn. Donibristle, 1939

Once again Model Alliance reach the parts so many other manufacturers only get round to in the fullness of time. For quality, originality, and the overall presentation, these sheets cannot be beaten. Highly recommended!

Available from the manufacturers via www.theaviationworkshop.co.uk

SAMI



Pheon Decals

World War One modellers have never had it so good with manufacturers like Roden, Eduard and most recently Wingnut releasing accurate, well detailed, state of the art kits. Now we have a range of accurate, well detailed, state of the art decals to put on them from English manufacturer Pheon. These are a real labour of love and are being produced in very limited numbers. The first three releases include sheets for Sopwith Pups of the RFC and RNAS in France and the Fokker Dr.1s of JG11, and the sheet reviewed here for the SPAD VIIs of the Escadrille Lafayette.

Instructions start with seven glossy photographic A5 sheets featuring colour profiles of the marking options. Next comes the sixteen-page instruction booklet, which starts with the history of the squadron followed by details of the development of the camouflage schemes and national markings. After brief reviews of some available kits, marking options are covered with a history of the pilot and the occasional useful tip or snippet of interesting information.

The images have a good depth of colour and are in perfect register, and the attention to detail is outstanding, particularly on the various Indian heads which are all slightly different.

1/48

PM 48-002 SPAD VIIs of the Escadrille Lafayette, SPA124 103 Aero Squadron

Options 1 to 8 are in yellow dope while 9-14 are in four-tone camouflage.

You can produce two aircraft from the sheet, but using the kit national insignia many more can be produced.

- 1. SPAD VII, S331 Cpl S Bigelow Red nose
- 2. SPAD VII, S156 Cap Thenault (the unit's first commander)
- 3. SPAD VII, S1456 Lt Thaw
- 4. SPAD VII, S1777 Sous-Lt Lufbery
- 5. SPAD VII, S1615 Sgt Willis
- 6. SPAD VII, S1331 Sgt Marr
- 7. SPAD VII, S1621 Lt De Maison-Rouge
- 8. SPAD VII, S4239 Sgt Parsons
- 9. SPAD VII, S3141 Capt Hill
- 10. SPAD VII, S3301 Lt Turnure
- 11. SPAD VII, S3198 Capt Soubiran
- 12. SPAD VII, 1Lt Dolan
- 13. SPAD VII, Adjutant Pilat
- 14. SPAD VII, Lt Portella

1/32

PM 32-001 As Above

With one exception this sheet offers all of the options in the 1/48 package, the alternative being option 8, which is replaced by a camouflaged example.

Conclusion

The level of research and attention to detail is truly amazing and if you have any interest in WWI you should invest in just one sheet to see what can be achieved. The Spad sheets cost £14.47 in 1/48 and £21.34 in 1/32. There is no website at the moment but order enquires can be emailed to pheon.models@hotmail.co.uk and all their news can be seen first at www.britmodeller.com/forums

SAMI

KINETIC
Model Kits
www.kineticmodel.com

Luckymodel.com continues to bring you the latest and most advanced F-16 kit – the first 1/48 F-16F plastic scale kit for modelers. This kit offers good details and a lot of option parts and weapons. 450+ parts! Learn more at luckymodel.com on the nice-looking, well-detailed and well priced Kinetic F-16 multi-role fighter aircraft variants.

Kinetic New **F-16F Desert Falcon Block 60** Plastic Kit in 1/48 Scale

Photo: Jake Melampy, Reid Air Publications

F-16D Block 52+ Polish Air Force Advanced Viper

- Conformal Fuel Tanks (CFT)
- Dorsal Spine Avionics compartment
- Additional Chaff/Flare Dispensers
- AN/APG-68(V) 9 radar fire control system (AIDEWS)
- JHMCS which can fire AIM-9X, AIM-120C
- Sniper XR (AAQ-32) Extended Range Pod

Markings : 3rd Eskadra Lotnictwa Tactycznego "Poznan"

A metal pitot tube and photo-etched CFT exhaust port are included.

F-16F Desert Falcon Block 60

- Conformal Fuel Tanks (CFT)
- Dorsal Spine Avionics compartment
- AN/APG-80 Agile Beam Radar
- F110-GE-132 Engine
- AIM-120B AMRAAM Missiles, AIM-9M Sidewinder, AGM-65D/G Maverick, Laser Guided Bombs, 20mm Ammunition etc.

Markings : 3008 /AZ F-16F UAEAF 148 FS / 162 FW AZ ANG

The photo-etched CFT exhaust port is included.

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BY STEVE PALMER

American Patrol

Early Flying Cars

Author's Note: Since this is as much a rant as an article intended to edify the reader, I have refrained from listing performance data. Please consult your friendly Internet for this information. I have also refrained from featuring modern flying cars. The purveyors of these aircraft, e,r vehicles, have concocted plethora of puffery on their websites.

The Advanced Vehicle Engineers (AVE) Mizar married a Cessna Skymaster to a Ford Pinto in 1973. What is thought to be structural failure was responsible for a catastrophic and fatal crash for the test pilot and the designer who was a passenger on the flight. (Copyright Bettman/Corbis)

I chose a rather strange title for this month's column reflecting what is, after all, a rather strange topic. As I did the research for this piece, it seemed that only one of the aircraft/vehicles featured here really looked like what I think of as a flying car—literally, an automobile that flies. That was the ill-fated AVE Mizar, which coupled the ill-fated Ford Pinto to a hapless and unsuspecting Cessna Skymaster, essentially sans fuselage.

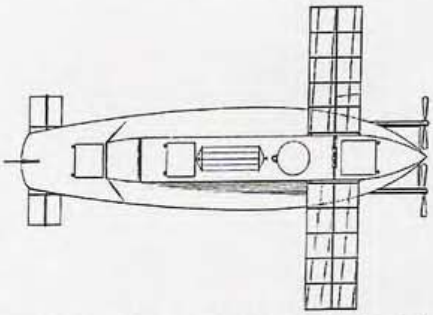
Perhaps the title of this and of the previous installment on these craft should have used the term 'roadable aircraft?' That's really what most of these machines are: airplanes (or aeroplanes if you prefer) that can be driven on a road. I fear that the two most-mentioned modern flying car concepts, the Terrafugia Transition and the Moller Skycar, which seems to only 'fly' when held by what you folks call a tether, are far too ungainly looking to appeal to anyone with a sense of style. At the risk of making a generalization, there are many Americans that would not be caught dead riding around in one of these things. So, there goes any sort of huge, mass market appeal. Of course, if you are selling this airplane for the masses, you may not have to sell so many at nearly 200,000 clams a copy, which is the approximate projected price of the Terrafugia.

And really, the Moller, it looks like something that goes with the Luft '46 Coleopter and those BMW *Flugelhorns*, or whatever they were supposedly called. What if all those little ducted-fan thingies go haywire like an early Harrier prototype as you transition to flight through a flock of African Swallows? Nope, what Americans will buy has to look like a Lincoln Navigator and cost under $100,000. And rest assured, many of them will be piloted by soccer moms and out-of-work distaff real estate agents.

And I suppose you might appeal to the environmental crowd over here if you could refurbish Mitsubishi MU-2s that burned algae and mount a Toyota Prius atop them, Mistel style. Again there are problems here, as the Prius driver would require a type rating on the MU-2 from the FAA, which could be very expensive.

All kidding aside, there were some pretty innovative approaches embodied in the precursors to today's flying cars/roadable aircraft.

Remarkably, Glenn Curtis was the first actually to attempt building a roadable aircraft, which was aptly named the Autoplane. The most striking thing about the Autoplane is that it was mostly of aluminum construction, which was cutting-edge technology in 1917. We tend to think of the Germans being the first to use aluminum prior to the Thirties. It is a shame that more pictures and information are not available about the single prototype that was displayed at the Pan-American Aeronautical Exposition held in New York City in May 1917. From what one can see of the craft it was exceptionally clean aerodynamically and would have had a large cabin. Most sources say that the Autoplane was either never flown or was flown for a very short hop.



This is a US Patent drawing of the first design for a flying car, granted to Felix Longobardi. (via http://www.roadabletimes.com)

Ironically, the Curtiss Autoplane is technically not the first flying car. The somewhat dubious credit for this goes to a gentleman by the name of Felix Longobardi, who received a US Patent for what could be described as a flying car/boat. The patent drawings show a ridiculous ark-like vessel with wheels on the hull, B-25-like waist gun emplacements, and something in the front resembling a Reisenflugzeug. The wings are impossibly small.

Next to come was the Waterman Aerobile, which was designed by an accomplished pilot named Waldo Waterman. Waterman was a bit like Alexander Lippisch in that he built his own glider in 1909 and flew it as a teenager in San Diego, California. In 1929, he constructed a tailless monoplane, followed by the Arrowplane in 1936.

The Curtiss Autoplane, likely taken at the Pan-American Aeronautical Exposition in 1917 (Copyright K.O. Ecklund via Roadable Times website.)

An overhead view of the Curtiss Autoplane, probably while displayed at the Pan-American Exposition in New York in 1917 (Copyright K.O. Ecklund via Roadable Times website)

Here is a photo looking up at the Waterman Aerobile on display at the National Air and Space Museum. (Photo by Robin Sheehy)

Waldo Waterman (shown ca. 1927) was usually photographed in a flight suit. (source: Wikipedia)

A nice three-quarter view of the Waterman Aerobile displayed at the Udvar-Hazy facility of the National Air and Space Museum. (Photo by Isaac Wedin)

Glenn Curtiss in France seven years before he displayed his Autoplane prototype in New York (source: Wikipedia)

The Arrowplane evolved into the Arrowbile, a roadable aircraft whose design was influenced by the Curtiss Autoplane, which was designed while Waterman was employed by Curtiss. At least three Arrowbiles were built in 1938, and three more unregistered examples may have been constructed in 1939. Some sources say that three Arrowbiles attempted a flight from Santa Monica, California to Ohio. Two of the little craft supposedly completed the trip.

The Thirties-vintage Arrowbiles were powered by a 100hp Studebaker automobile engine. Work on the Aerobile was interrupted by WWII, but Waterman apparently resumed work on the renamed Aerobile in 1947. The Smithsonian acquired this last example, completed in 1948, which was powered by the same engine that powered the radical Tucker Torpedo automobile. Like the Arrowbiles, the Aerobile's wings could be detached and the propeller disconnected and power transferred to the rear wheels. The prop was retained on the road.

Next came the Fulton Airphibian. This roadable airplane was the brainchild of Robert Fulton Jr., who had no previous experience with aircraft design prior to building the Airphibian in 1946. Fulton's vehicle also had detachable, fabric covered wings and an aluminum body. A trailer was included in the design for carrying the wings. One example of the Airphibian was built, but Fulton ran out of money and sold the rights to the Airphibian to pay for the cost of FAA certification. The new owners never went any further and the surviving aircraft was restored by Robert Fulton III and resides in the Canada Aviation Museum.

After seeing his friend Robert Fulton's design for a roadable aircraft, Moulton Taylor proceeded with the design of the Taylor Aerocar and built the first one in 1949. Versions of the Aerocar were featured on a hit television show in the 1960s and there are still flyable examples today. For details on the Aerocar, see American Patrol in the May issue of Scale Aviation Modeller International. Taylor repurchased one of his Aerocars in the Sixties and rebuilt it using a sleeker body and a larger powerplant, but little interest was shown in the vehicle.

This is a very nicely done flying model of the Waterman Aerobile by British modeller Tom Hallman . It has a 13-inch wingspan and is powered by a 'pager motor' according to the Atomic Workshop website.

Airphibian designer Robert Fulton III poses with a restored aircraft. (Photo by Norio Kushi)

Perhaps the flying car best remembered by my generation is 'that flying Pinto job that crashed and killed the pilot.' I have heard the Advanced Vehicle Engineers (AVE) Mizar characterized in this manner more than once. Many Americans who remember the short, sad story of the Mizar probably wrote off the concept of a flying car, without any knowledge of previous attempts to build such a machine. I suppose we should credit folks like Moller and Terrafugia for getting the word out amongst the public that the idea is not so new.

Like others, this writer remains sceptical. According to blogger Robert Laird on his Light Flights site, the weight difference between an Empty Terrafugia and one that is 'Grossed Out' is only 430 pounds. With a full fuel load, your available payload is reduced to less than 310 pounds. So, unless you and your girlfriend are really short and skinny, the Moller is a single-seater – which is projected to cost almost $200,000. Who can say what the insurance premiums will be?

It's definitely not the 'flying car for Everyman' that some of us may have dreamed of. That's a long way off, which is fine with me because I don't relish being under folks having mid-airs at 300 feet while they 'tweet' or 'twitter' each other or whatever they do on their cell phones. I'm still learning how to text.

SAMI

Look, he's flying in his knickers! This pastoral scene was done in the days before Photoshop. (source: http://www.airphibian.com)

Mr. Fulton was possibly better known for the device picture here than anything else—the Fulton Recovery System winch mounted on the ramp of a C-130 - that guy looks pretty happy doesn't he! (courtesy of Lockheed Martin)

Modellers Profile
No 24

Griffon at Sea

The brief and expensive flight of the Griffon-engined Seafire

by Jack Trent

Aviation enthusiasts, and modellers in particular, are apt to focus on specific aircraft types, and become extremely partisan when they settle on a favourite. In the case of the Spitfire, public perception, and the overwhelming weight of books and kits supporting the type have made a legend that few would dare to question, and while there can be no denying the contribution the design made to the war effort, and its obvious significance as a successful combat aircraft type, there are those heretics who would have us believe that the elliptical wing is unflattering, the gracefulness of the machine when seen against other more potent devices simply becomes frailty, while the undercarriage – like that of the Bf 109 – gives the aircraft the almost comical appearance of some ungainly bird that thrives on flight but should never be seen on the ground.

To these we offer up the Griffon-engined Seafire, in which all the most attractive aspects of the type are supplemented by sufficient bulk and muscle to offset its drawbacks. In its final form, the Seafire FR.47 in particular represents such a broad leap forward from the early Spitfire design that many would simply regard it as a completely different aircraft.

Rolls-Royce commenced development of the Griffon engine as early as 1939, and the first Spitfire Mk XIIs, so powered, were in service in 1942, albeit in small numbers, but the greater speed and overall enhanced performance of the Griffon proved its worth. Spitfire/Griffon development continued apace, and readers are recommended our own Datafile publication, *(Spitfire: Part 2 Griffon engined)*, as further reading.

The Seafire was a compromise throughout its career, and the spindly narrow-track undercarriage was never really at home on a carrier deck. The story of the Griffon at sea is fascinating, though, as it is a bite-sized piece of aviation history ideally suited to this series, while at the same time offering insights into the strange world of defence procurement, and the Royal Navy's apparent determination that 'if it ain't right don't fix it.'

The first Griffon-engined variant was the Mk XV, which was an amalgamation of a beefed-up Seafire III airframe and wings with the wing fuel tanks, retractable tailwheel, later style elevators and broad chord rudder of the Spitfire Mk VIII. Initially designed with the standard upper fuselage style, the final 30 Mk XVs were built with the blown teardrop cockpit canopy and cut down rear fuselage introduced on the Spitfire Mk XVI. Also, the first 50 aircraft featured a strengthened A-frame arrester hook to allow for the increased weight. This was later replaced with the new 'sting' design, which was attached to the reinforced rudder post at the rear of the fuselage. 390 Seafire XVs were built, and the latter teardrop-canopied design paved the way for the classic 'ultimate Spitfire' machine that is the chief inspiration for this article.

The Mk XV was not a resounding success as a naval aircraft. Problems with the undercarriage and a tendency to swing to starboard in the powerful slipstream of the propeller dogged the machine, particularly on deck, and this was compounded by problems with the engine supercharger that saw it banned from carrier operations until the problem was solved. Mk XVs arrived too late to take part in combat operations in WW2, although many believe its excellent performance at low level would have been useful against the Japanese Kamikaze attacks towards the end of the Pacific war.

The Seafire F.17, (which saw the change in British aircraft Mark numbers from Roman to Arabic numerals during this period), saw modifications to the undercarriage, which eradicated some of the problems found on its predecessor. The longer oleos helped reduced landing accidents, and a stronger main spar enabled heavier wing loads to be carried, and these changes to the undercarriage resulted in blisters appearing on the wing uppers to accommodate the revised wheel wells. The F.17 could carry external fuel tanks, and also featured options for an additional internal fuselage tank, that could be replaced with cameras. While thus equipped the aircraft was designated FR.17. 232 machines were built, and the aircraft remained in service until 1954, lingering on with the RNVR.

Despite bringing significant changes to the Seafire party, the Mk 45 was only ever used as a trials aircraft – although fifty were built, so the trials may be regarded as extensive. Being an interim machine the basic Spitfire Mk 21 wing employed was not fitted with a wing fold. Part of the trials included successful operations with contra-rotating propellers, a feature that did much to overcome the torque problems inherent in the powerful Griffon 61.

General Characteristics (Seafire FR.47)

Length: 33' 3"	Wingspan: 36' 11"
Maximum Speed: 432.5 mph at 24,300ft	
Service Ceiling: 40,300"	
Armament: Four Hispano Mk V 20mm cannon. Underwing hardpoint provision for two 500lb bombs or eight 3" rocket projectiles	

The Seafire Mk 46 was basically a navalised Spitfire F.22, although again the wing was non-folding. The Griffon 61 was replaced with an uprated unit driving two three-bladed Rotol contra-rotating propellers, and latter builds incorporated larger tail units from the Spiteful and Seafang. By these means the starboard swing was finally eliminated. Twenty-four units were built.

Some might regard the Seafire FR.47 as the successful upshot of some seven hundred trials aircraft, in which case the end can scarcely be said to have justified the means, although in the defence spending frenzy of the early Cold War it may not be surprising. The FR.47 incorporated hydraulically powered wing folding and Rotol contra-rotating propellers as standard. Other features included modified horizontal tailplanes, which improved longitudinal stability, especially when the aircraft was fully loaded. The aircraft saw action with 800 Squadron on board *HMS Triumph* during the Malayan Emergency of 1949 and during the Korean War in 1950, and the type was finally withdrawn from front line service in 1951.

So ended the brief and expensive story of the Griffon at Sea. Certainly pleasing to the eye, the characteristic muddle of compromise and indecision that is the hallmark of British Naval Aviation to this day seems to have been allowed to run rife in the attempts to justify continued use of the Spitfire's airframe. Was it worth it? As taxpayers we might be inclined to say no. As aviation enthusiasts, on the other hand, we would have to give thanks for a fascinating and charismatic series of aircraft, which built on the original design and turned the Spitfire, in the end, into the Royal Navy's aircraft.

● SAMI

Supermarine Seafire FR.47 VP436 141/O, 804 NAS, HMS Ocean, April 1949. Aircraft has Extra Dark Sea Grey upper surfaces and Sky undersides. This aircraft is featured in the 1/72 kit by CMR

Supermarine Seafire FR.47 VP441/117, as it appeared at Squire's Gate in 1947 in Extra Dark Sea Grey over Sky. This aircraft has now been restored to flying condition, and carries the markings it wore with 804 NAS, aboard HMS Ocean, late 1948

Prototype PS944 is seen here as it appeared at Boscombe Down for testing in 1946 in Extra Dark Sea Grey over Sky undersurfaces

Supermarine Seafire FR.47 VP461 178/P 800 NAS, HMS Triumph, off North Korea, August 1950. The aircraft is shown here carrying the black and white theatre stripes that sit so well on the standard postwar naval scheme, and is one of the aircraft depicted in Airfix's 1/48 kit

Artwork © 2009 John Fox

Aircraft into Seacraft

Converting Revell's 1/32 Spitfire Mk 22/24 into a Seafire 45

by Joachim Geier

Despite its weaknesses the Seafire proved a capable fighter, hence further development of the type was encouraged, reaching its climax with the Mk. 47 One step towards the ultimate Seafire was the Mk 45, a navalised version of the Spitfire Mk 21.

Seafire FR.47s and F.17s on the scrap lines at Stretton in 1956 (Peter Quaile)

The Kit

Revell's Spitfire Mk 22/24 features 118 parts, and is basically the old Matchbox kit from the 1980s, unaltered, with all of its simplified details and deep panel lines. On the other hand the kit can be obtained at a very attractive price, so I decided to set my sights quite high, and not only build the kit and correct its faults but also to convert it into a type I have always wanted in my collection – a late Mark Seafire 45. So, out came the plans and after due reflection and much searching for reference I had all the pieces in place to start the project.

Correcting the kit would necessitate at least:

- rebuilding the landing gear as it is far too short and with too wide a track
- making new radiators
- improving the basic cockpit
- correcting the upper cowling
- improving the panel lines
- improving wing bulges and detail
- replacing the clear parts

For the conversion it would be necessary to:

- create a spine
- reshape the tail
- add specific naval equipment

I started by cutting the fin to the correct outline and after this cut the rudder to match, keeping the hinge lines unaltered, which minimized my efforts. New panel lines were rescribed later, and the fabric covered surfaces were reworked.

In my second attempt on the spine I glued a styrene piece, already cut to the correct outline, on top of each fuselage half, strengthened with a profile on top, and glued straight sidewalls to this. These could then be roughly sanded to shape, and after a deal of sanding, filling, and sanding again I had a satisfying result. At this stage the canopy rails were repositioned using a u-profiled styrene strip, and the canopy rim itself was raised about 1.5mm to accept the intended canopy later. After blending everything in I turned my attention to the wings.

Radiators

One of the most outstanding features of the late Spitfires and Seafires are the large underwing radiators. The kit parts are far too small and need replacement so I duplicated the outlines on 1.5mm sheet styrene and cut them out with a fret-saw. After cleaning the three main parts of the radiator up (two sidewalls and one bottom) they were bent to shape and then glued together, using Tamiya's liquid cement. I realised, on checking my references, that the intakes had a double wall and were nearly straight on the inside, so inner walls were made. I also framed the grilles with some very fine strips of styrene that doubled as a spar in the middle of each radiator. Finally, the radiator flaps were cut to size from sheet alloy, bent and the assembly put aside.

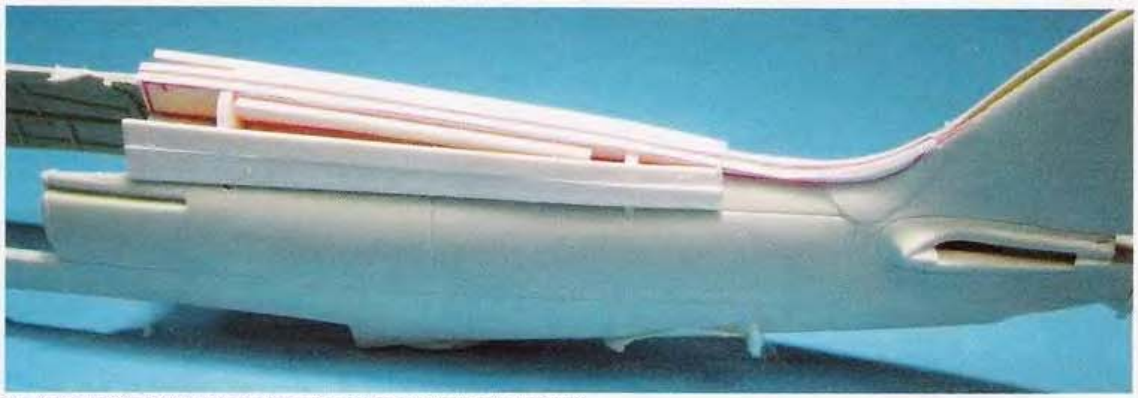
Modifications to the fin. The shaded areas need to be cut away

TECHNICAL DATA
Scale: 1/32
Kit No: 04704
Price: £15.99
Type: Injection Moulded Plastic
Manufacturer: Revell AG
UK Importer: Revell UK
US Importer: Revell-Monogram

Wings

Although their overall shape seems fine, the thick trailing edges and wide track undercarriage need attention. Again the plans were laid out and some templates cut out of cardboard. Comparison saw the undercarriage moved inboard 4mm on each side, with the wheel wells an additional 2mm towards the trailing edge, so the apertures were sealed and new ones marked out and chain-drilled. At this point I also enlarged the radiator openings to the necessary size.

The two rudder halves with one part already cut to size



The first and failed attempt to create a spine. Subsequent attempts bore fruit...

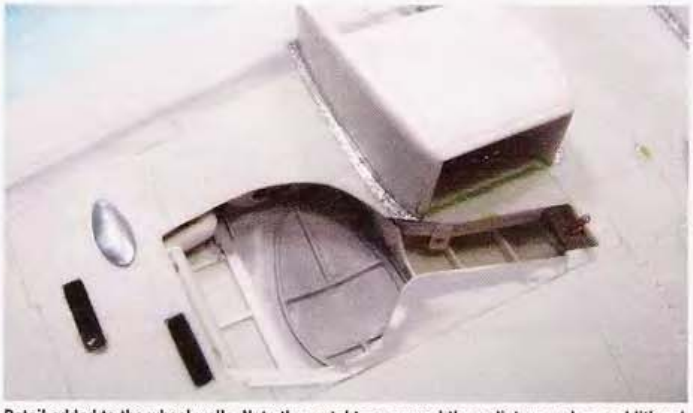
The new wing radiators compared to the original kit part. At left the new radiator is at an early stage, while the finished item is on the right, with the kit part centre

Wheel wells boxed in and in correct position with the wheel strut support glued firmly into the keel. Note the white area in front of the opening which shows the sheet to be added for the correct opening. Radiator apertures have been enlarged, and the rear spar has been thinned to accept the larger radiators

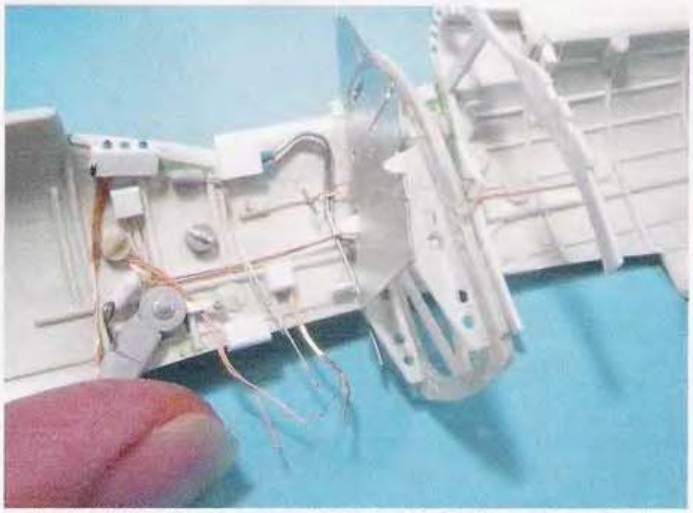
Added inner structure on the lower part of the cockpit. The floor is painted matt black so nothing below the spars will later be seen at all

The main panel was based on the kit part with additional detailing

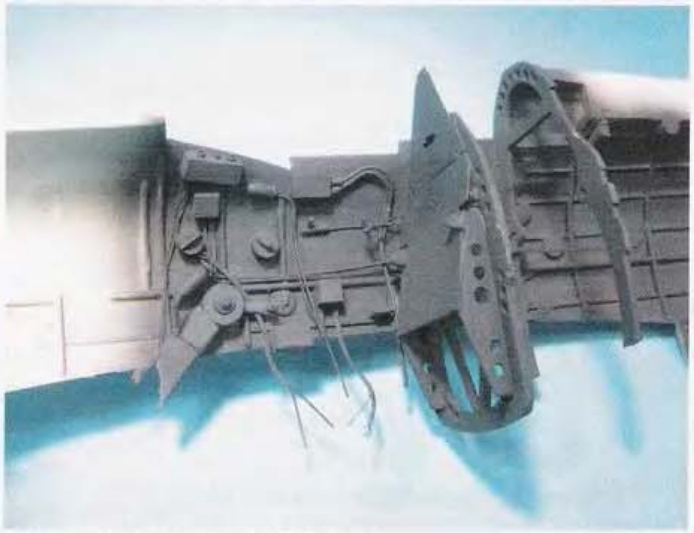
Bezels added from fine wire and gunsight added



Detail added to the wheel wells. Note the metal tape around the radiators and one additional cannon-bulge on the wing under surface

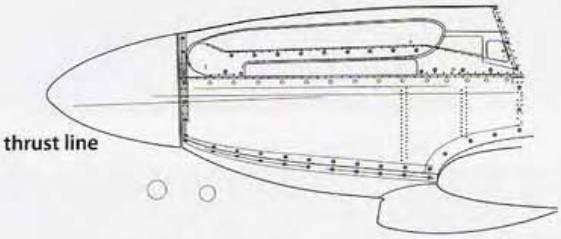


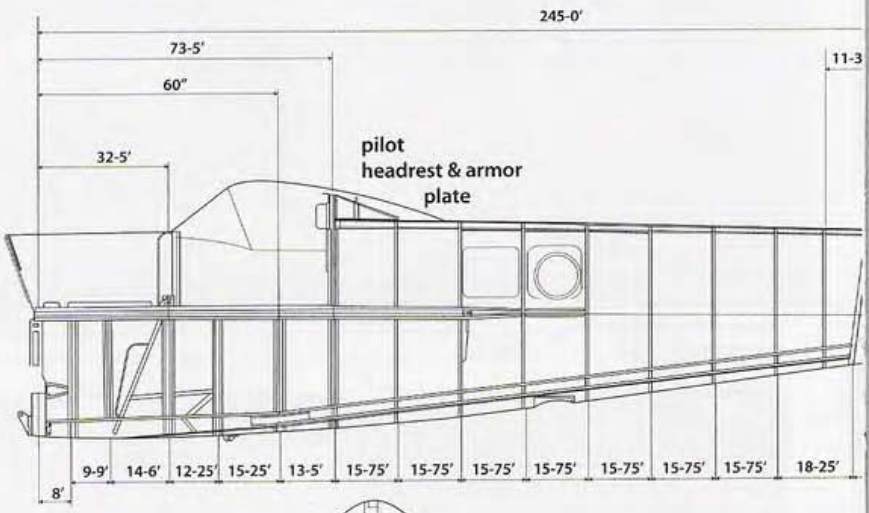
Starboard cockpit wall showing new rear bulkhead and details. Note how the modeller's thumbnail has not been chewed – a clear sign that the project is going to plan



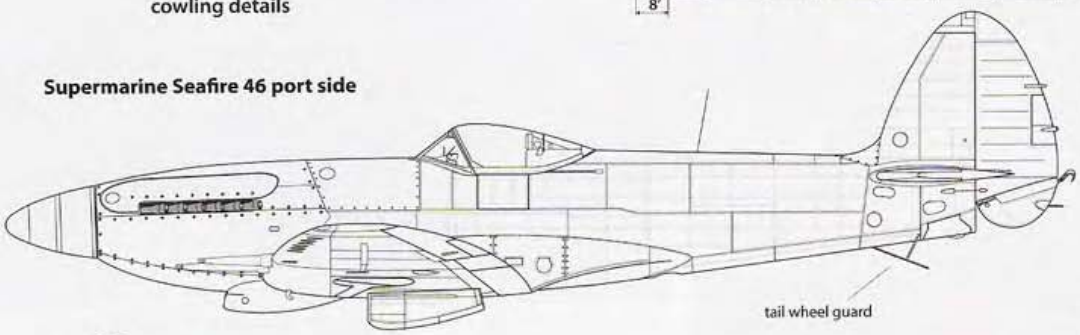
Right hand side after painting with WEM Tyre black

Supermarine Seafire 46





Supermarine Seafire 46 port side



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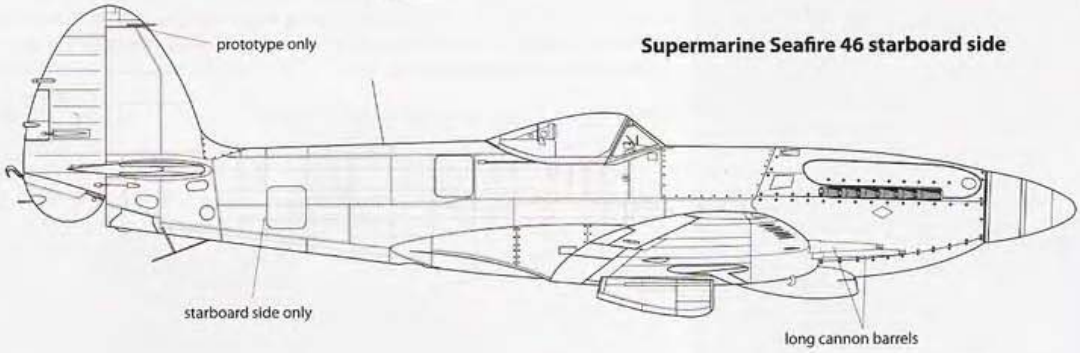
Supermarine Seafire 46 starboard side



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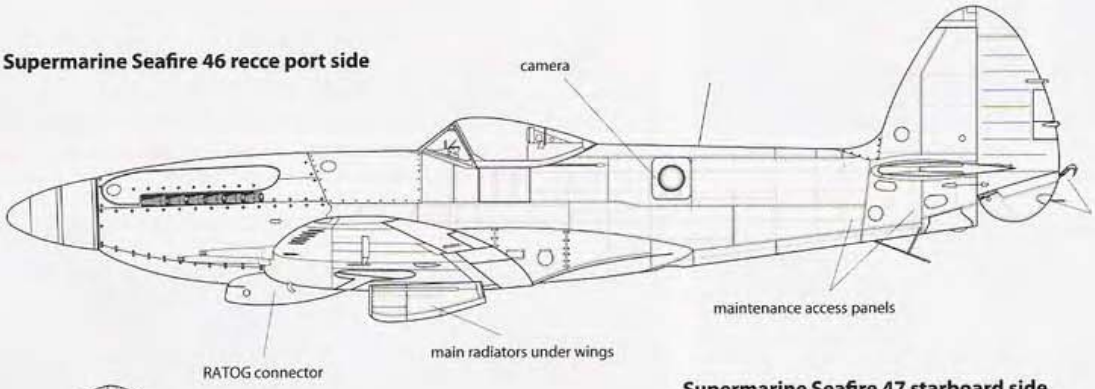
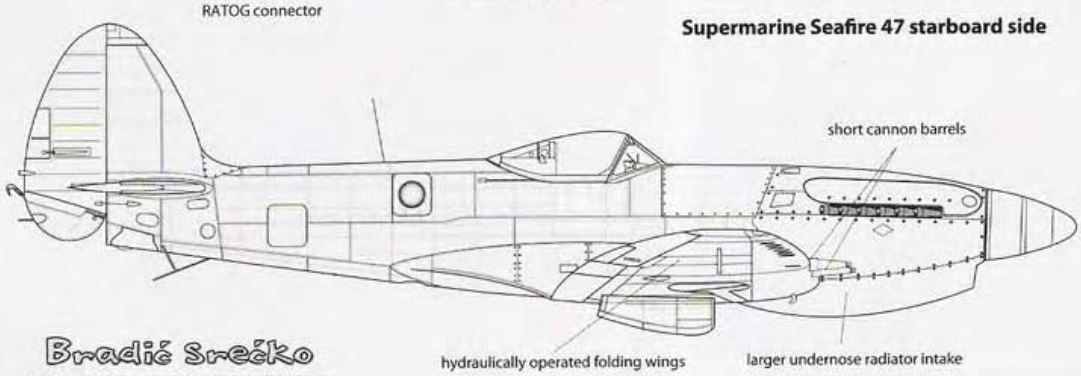
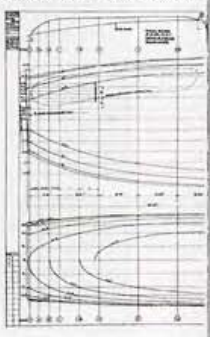


Supermarine Seafire 47 starboard side



Extract from F 46 blueprint v



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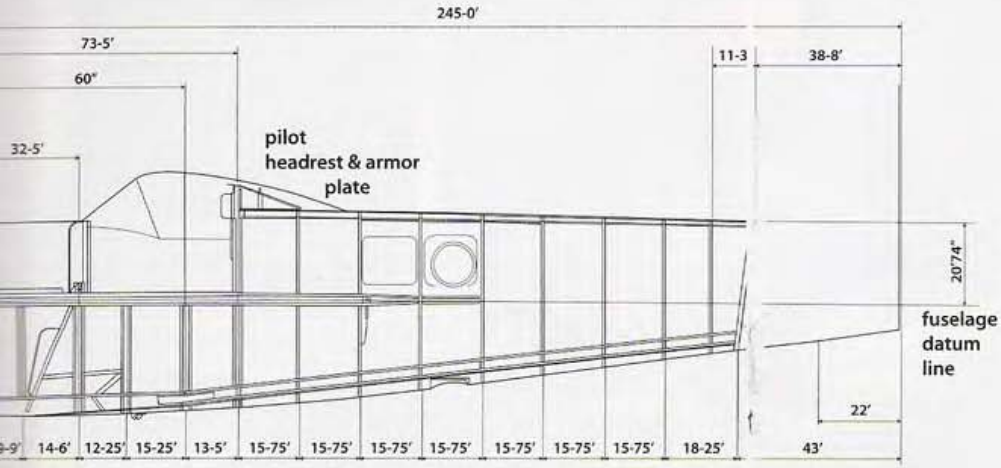

Supermarine Seafire 46 top view

The Seafire 46 was a Spitfire Mk.22 modi ed to naval standard, and featured the cut down rear fuselage and eardrop canopy, although no wingfold mechanism was installed. Elect cal equipment was changed from a 12 volt system to 24. In April 1947 a de sion was made to replace the Griffon 61 and 64 engines and five-blade l propeller units with Griffon 85 or 87s driving two three-bladed Rotol contu -rotating props. In addition, all but the first few incorporated the larger il units from the Spiteful and Seafang. These two changes completely ansformed the handling characteristics of the aircraft by eliminati g the powerful swing to starboard of previous Griffon-engined va ants.

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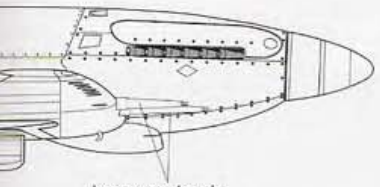
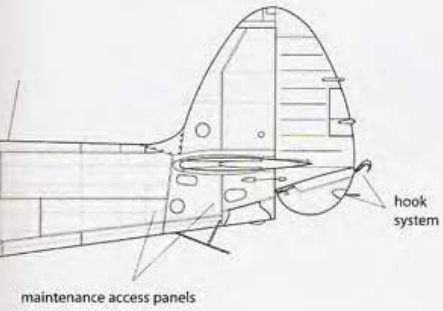
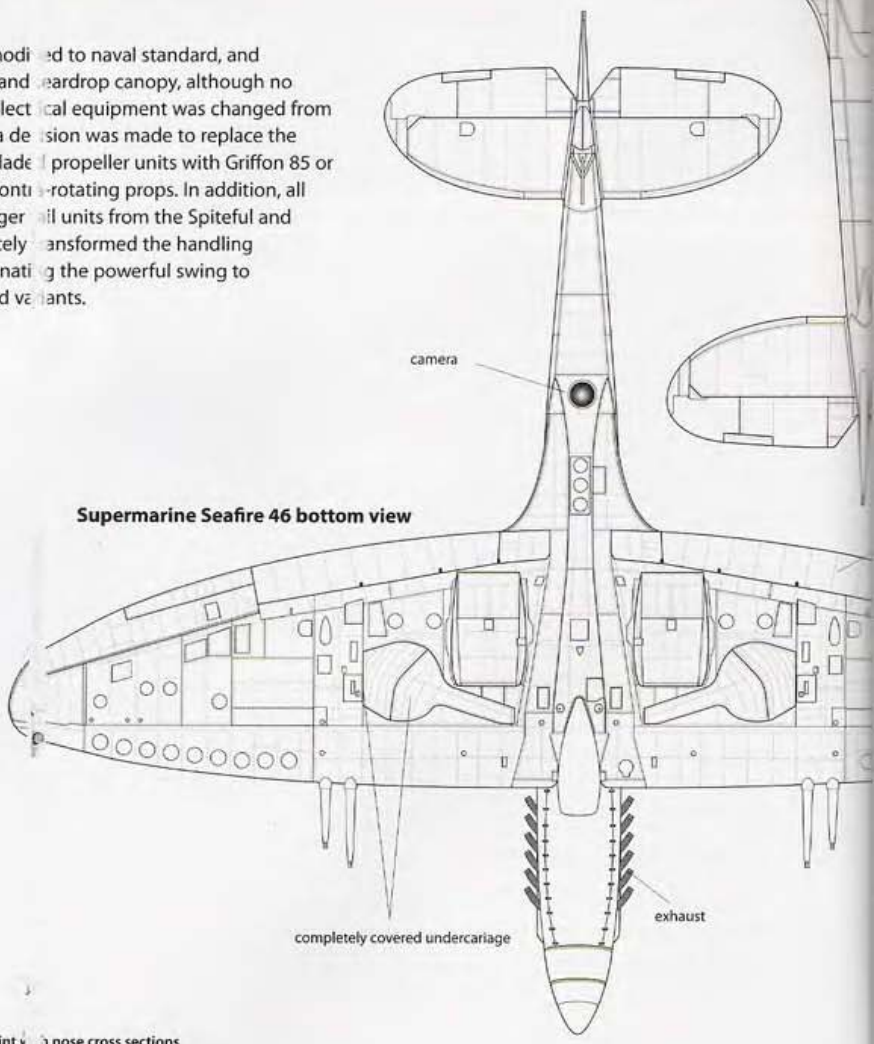
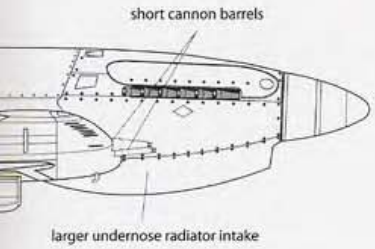




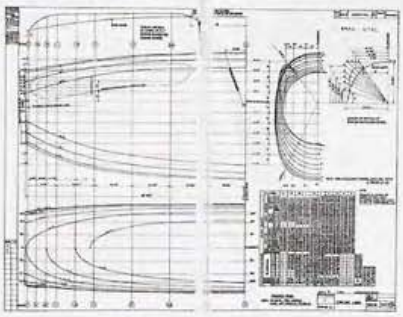
Supermarine Seafire 46 bottom view



Supermarine Seafire 47 starboard side



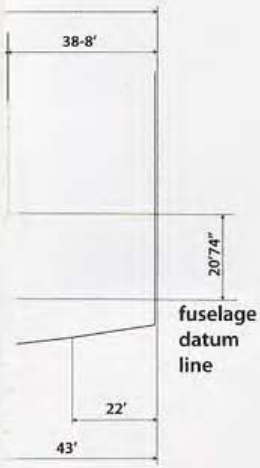
Extract from F 46 blueprint w h nose cross sections



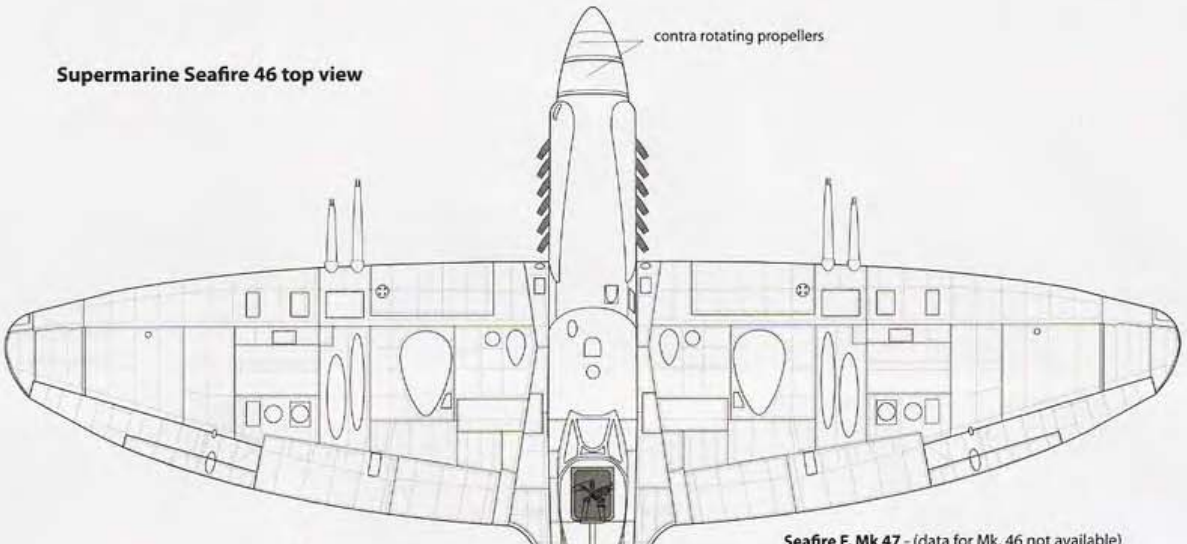
Special thanks to Nico Braas, Dave Smith Mick Gladwin and Gerry from www.military-aircraft-photos.com for their great help and support in preparation for this project.

Special Note - despite considerable efforts in tracing all available data for the Seafire 46, we encountered persistent problems uncovering archive images. Consequently, while the drawings reproduced here are as accurate as we could make them, we would welcome any further feedback with regards to possible discrepancies

Srećko Bradić



Supermarine Seafire 46 top view



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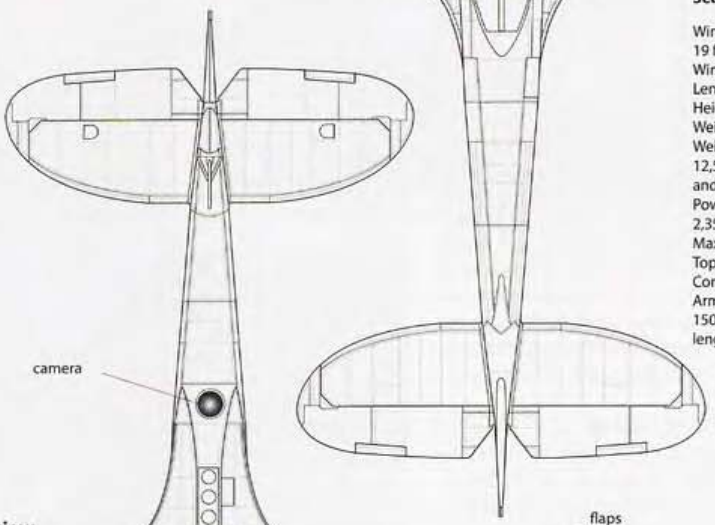
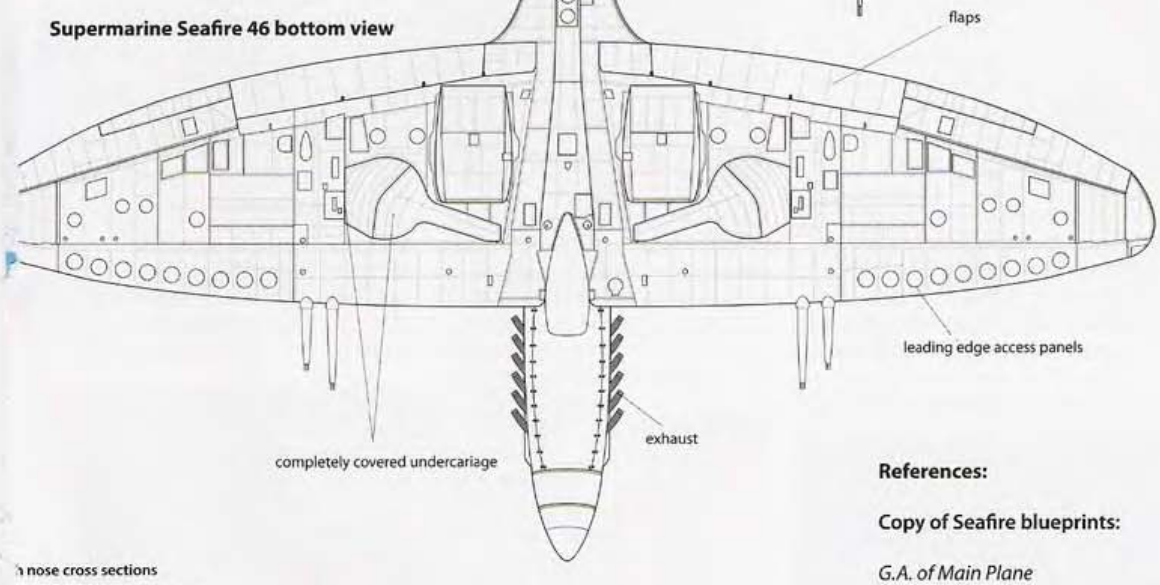
Seafire F. Mk 47 - (data for Mk. 46 not available)

Wingspan- 36 ft 11 in (11.25 m)/
19 ft 1 in (5.82 m) (wings folded)
Wing area- 243.6 ft² (23.6 m²)
Lenght- 34 ft 4 in (10.46 m)
Height- 12 ft 9 in (3.88 m)
Weight empty- 8,680 lb (3,937 kg)
Weight loaded- 10,700 lb (4,853 kg) loaded, clean;
12,530 lb (5,683 kg) with 50 gal drop tank
and two 500 lb (230 kg) bombs
Powerplant- Rolls-Royce Griffon 88 rated
2,350 hp (1,752 kW) at 1,250 ft (380 m)
Maximum speed- 4,800 ft/min (24.4m/s) at sea level (0 m)
Top ceiling- 43,100 ft (13,135 m)
Combat range- 405 mi (652 km) on internal fuel
Armament- 4 × 20 mm Hispano V cannon; 175 rpg inboard,
150 rpg outboardup to 8 × "60 lb" RP-3 rockets on zero
length launchers up to 3 × 500 lb (230 kg) bombs



Supermarine Seafire 46 bottom view



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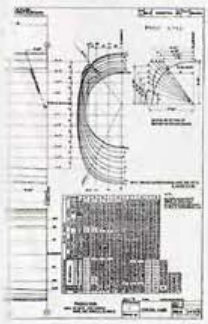

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Srećko Bradić

References:

Copy of Seafire blueprints:

G.A. of Main Plane
G.A. of Tail Plane
G.A. of Fuselage
Engine cowlings G.A.
Cowling lines
Lines for Windscreen and Hood

Publications:

Pilots Notes for Seafire 45 & 46

1/72 scale Drawings by Srećko Bradić

Main parts assembled, gaps all filled and sanded, and all wing bulges in place

Strengthening of cowling parts with spacers inserted. Nobody

The model sits on its undercarriage for the first time

Comparison of undercarriage parts show the kit parts to be considerably undersized

Windscreen in place with sealing rail attached around rear frame

Scratchbuilt replacement carburettor intake from Milliput

Initially I had intended to produce new cannon bulges but after studying pictures it seemed that the general layout was correct so I was able simply to convert them, again using styrene and sheet alloy.

Some dry fitting and sanding of the wheel well walls was necessary until they aligned well with the upper wing contours, at which point the upper wing halves could be glued into position.

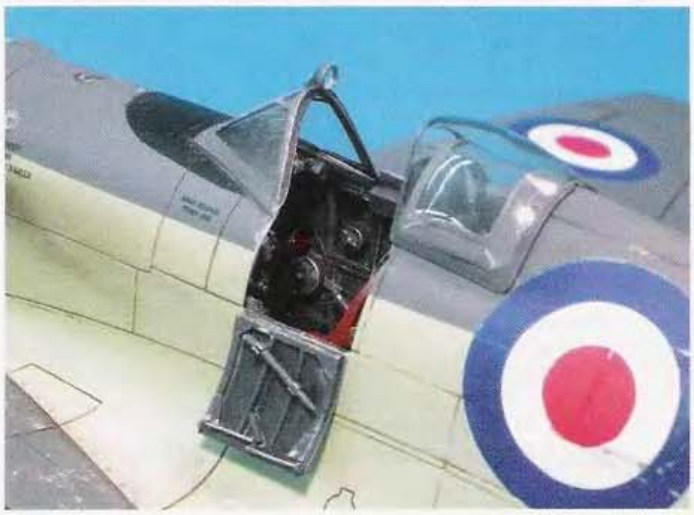
Additional detail was added to the wheel wells and the entire wing assembly was sanded to reduce the panel lines' width. The lines seem to be v-shaped as well having a small ridge on each side of them. If you simply sand lightly over them the ridges will disappear and the panel lines are already much smaller. Further treatment will reduce them to an acceptable size. I fitted some inspection panels made from thin alloy sheet and then it was time to add all the bulges.

The final touch was the cannon fairings, and as the kit's parts were useless these were fabricated from sprue using a slow mini-drill and a file.

Cockpit and Fuselage

The main instrument panel outlines were taken from the kit parts, with a great deal of scratchbuilding, and handmade bezels from fine wire. A throttle quadrant was carved from plastic sheet and several boxes with switches and cables attached. After much trial and error I came out with an acceptable rear bulkhead that was glued to one side of the cockpit. The kit's seat supports were thinned considerably and glued to the bulkhead to which I also attached armour plates, and the rudder pedals and seat came from a Pacific Coast Models Spitfire Mk IX. The interior was given a coat of White Ensign Models Tyre Black, followed by a dark wash and the details highlighted with a dry brushing of a lighter grey.

My preferred method of weathering is pre-shading



Then it was time to join the fuselage halves, and the assembly was then glued to the completed wing and here I encountered some slight fit problems. Next time I shall join the wing fillets to the fuselage halves instead of the wings.

Landing gear

As the kit-provided parts are undersized I had no option but to make a set of my own. Finally, after trial and error, I found some polystyrene tubes of 2.0, 2.4 and 3.2mm diameter that could be cut to length and then pushed telescopically into each other. New landing gear doors were fabricated from laminates of styrene and alloy.

As the wheels on the Mk 45 were of the four-spoked type they were replaced – thanks to the chap from the 1/32 SIG who kindly provided me with a set by Paragon. Comparing the sizes of the two pairs of wheels I realized that those on the Revell kit were of much larger diameter than the Paragon items. To achieve the best optical result I removed the hubs from the Revell wheels, inserted the four-spoke wheel hubs from the Paragon set and at the same time added a 1mm Plasticard shim in between the two halves to increase the width. This made for some very nice wheels.

Coming Together

Spare Hasegawa canopy parts were employed, and the rear glazing was attached after all clear parts were given a bath in Johnsons Klear. The clear panels of the gunsight were added and the windscreen glued into place. These clear parts were now sealed and blended in, with some green putty.

Finally all the missing and required panel lines were rescribed and various maintenance doors glued in place. After these were given a quick blending in with wet & dry it was time now (finally) for the primer coat.

Colours and Markings

I started painting with the unusual first step of marking the roundels' outlines and painting these area white. After this a layer of Parafilm was placed on the

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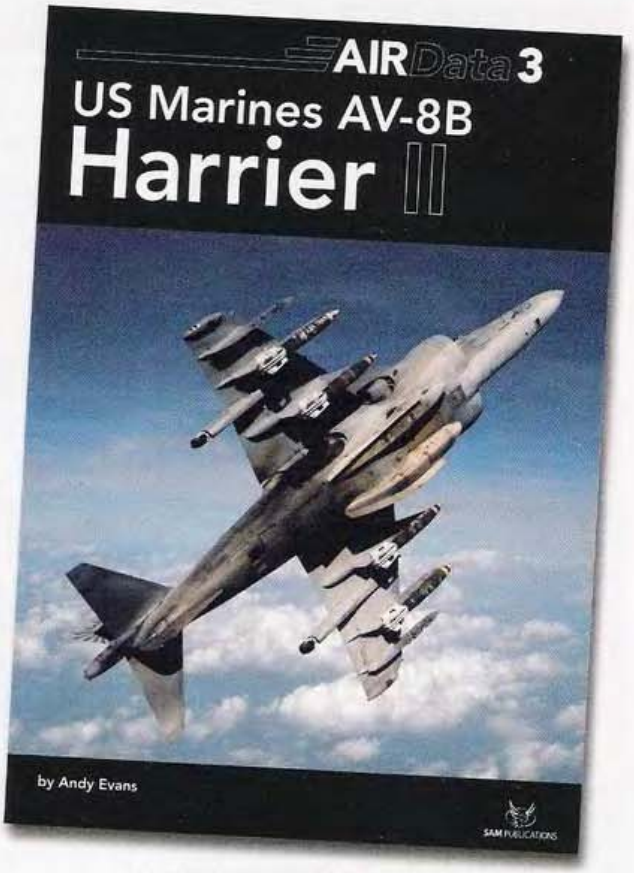

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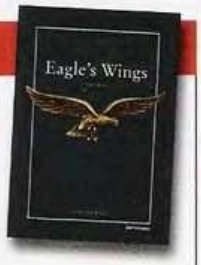

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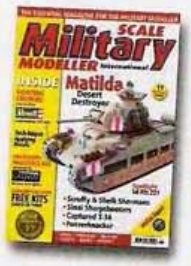

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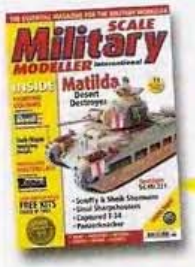

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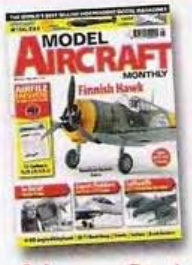

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roundels and then rings were cut with a circle cutter on the model's surface. Next the red centres were painted and after these were dry they were masked with maskol. Finally the blue was airbrushed. When all three colours had dried completely the roundels were masked again with Parafilm and then cut to the correct diameter. Later I discovered I should have sprayed the blue slightly larger than the roundel size because I wound up with a very fine white line on the outer edge that had to be corrected using a very fine brush.

Then came the main colours, for which I used Xtracolor Sky lightened with 10% white, followed by the same manufacturer's Extra Dark Sea Grey. Some emotion was expressed after removing the masking tape – I had compromised and used a cheaper decorator's product, and this lifted some of my paintwork. Memo to self – always use the good stuff from Tamiya.

The completed roundel covered with Parafilm and cut to size

Serials and codes were manufactured on clear decal film with my printer, while all the stencilling came from the excellent kit sheet. A final wash was applied prior to the semi-matt varnish, and with the addition of some small details and a little light weathering the model was finished.

Conclusion

Finally the project was at an end: Seafire Mk 45 LA 485 coded 583-LP of 771 NAS Lee-on-Solent in the late summer of 1949.

To be honest the original kit is far from today's standards, and an accurate model cannot be built out of the box as it has too many flaws. Furthermore the breakdown of parts in some areas is quite complicated and the kit is not ideal for a beginner. On the other hand the price is very attractive and it is the only game in town for a Griffon-engined Spitfire in 1/32 – hopefully not for too much longer. In the meantime I am now confident that the other old Matchbox Spitfire kits in my stash might be finished in some time and not keep slipping to the bottom of the pile... Well, we will see!

● SAMI

Building the Seafire

Kits

Considering the high profile of the subject the Griffon Seafire family has not been well-served over the years as far as modellers are concerned, but matters do look to be improving. In 1/72 we can look forward to some new kits from

Special Hobby and Xtrakit, while the Czechmaster resins are superb and come with magnificent decal sheets allowing a number of options. The Ventura range has recently been acquired by New Zealand based Jays

Model Kits, who seem to be reissuing them. Ventura's Seafires were limited-run injected models with metal parts. So far Jays have announced the A-frame XV and the XVII, with the Stinger-tail XV and the FR.47 presumably to follow? Rareplanes issued a vacform in 1/72, but apart from this no mainstream company has offered kits in injected plastic in the smaller scale.

Of course the Airfix 1/48 kit was a milestone for modelling the type, and

although currently out of production will no doubt be back. Falcon made a vacform of the Mk 47, which is also out of production, while Hobbycraft's Mk. XV is an interesting anomaly, and the Grand Phoenix package combined the Airfix tooling with some desirable aftermarket products. To this can be added a Planet resin kit of the Mk 45, while the 1/32 modeller must, as yet, be prepared to get out the scalpel and filler and perform some serious conversion work.

Airfix #07106 1/48 Seafire FR.46/47 OOP

Czechmaster #1119 1/72 Seafire Mk XV with sting hook £24.99

Czechmaster #1120 1/72 Seafire Mk XV with A-frame hook £24.99

Czechmaster #1121 1/72 Seafire Mk XVII £24.99

Czechmaster #1122 1/72 Seafire F.45 £24.99

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Grand Phoenix #005 1/48 Seafire FR.46/47 OOP

Hobbycraft #1584 1/48 Seafire Mk XV OOP

Jays #0107 1/72 Seafire Mk XV A-frame hook £11.00

Jays #0108 1/72 Seafire Mk XVII £11.00

Planet Models #13448 1/48 Seafire Mk 45 £53.99

Special Hobby #72097 1/72 Seafire Mk XV £TBC

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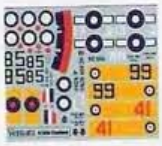
Special Hobby #72129 1/72 Seafire Mk 17 £TBC

Ventura #0507 1/72 Seafire F Mk 47 OOP

Xtrakit #72010 1/72 Seafire Mk 46 £TBC

Decals

While aftermarket products are scarce, Seafire markings have been fairly standard, and as long as small enough serial numbers can be sourced, most can be sourced from the spares box. Modellers are reminded that the CMR kits come with enough spare decals to equip a squadron, and if 1/72 is your scale are a useful source of generic markings. Jays Model Kits appear to be marketing the decal sheets from some of their kits as separate items, with the A-frame Seafire XV currently available.



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Part 2: Griffon-Powered
Author: Robert Humphreys
Publisher: SAM Publications
ISBN: 0-9533465-4-4
Format: Softback 176pp

On Target Profile No. 5. Seafire Mk Ib – Mk 47
Author: Jon Freeman
Publisher: The Aviation Workshop
ISBN: 978-1904643074
Format: Softback, 45pp

Warpaint Series No. 20. Seafire, Griffon-engined variants
Author: Geoffrey Bussy
Publisher: Hall Park
ISSN 1363-0369
Format: Softback, 36pp

Accessories

While it is possible to buy replacements for almost any part of a Spitfire you care to name, space precludes the inclusion here of generic accessories, which are plentiful and not hard to source. Items specific to Griffon-engined Seafires only are listed below.

Aeroclub #C067 1/48 Seafire Mk 47 vacform canopy £1.17

Aeroclub #K83748 1/48 Seafire Mk 17 conversion for Airfix and Hobbycraft kits £17.12

Airwaves #48080 1/48 Spitfire Mk 22/Seafire Mk 47 etched details for Airfix kit £5.86

Airwaves #48014 1/48 Seafire FR.46/47 vacform canopy £2.25

Aires #4311 1/48 Seafire FR.46/FR.47 resin cockpit set for Airfix kit £8.99

Almark #S09 # 1/72 Seafire Mk XV Royal Canadian Navy and Royal Navy £2.88

Aeromaster #48296 1/48 Last of the Seafires OOP

AeroMaster #48697 1/48 HYPERLINK "/search/?FULL=AMD48697"Griffon powered Seafires Part 1 £10.75

AeroMaster #48698 1/48 Griffon powered Seafires Pt 2 £10.75

Carpena #4814 1/48 Exotic Spitfires, includes Aeronavale Mk XV OOP

Jays Model Kits #1107 Seafire Mk XV 'A-Frame' Decal Sheet £3.08

Legato #7202 1/72 Seafire F.46/FR.46 £5.23

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Aires #4312 1/48 Seafire FR.47 resin wingfold for Airfix kit £5.60

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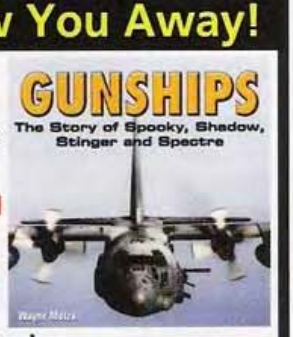

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BY PAUL BRADLEY

IPMS USA Column

From Little Acorns.....

One of the current issues facing IPMS is the aging modelling population and the challenge of recruiting new blood into the hobby. As I've highlighted in previous columns, IPMS has programs in place to help attract new modellers – the Make and Take Program for juniors, and the Adult Building Course. My chapter, Northern Arizona Scale Modelers (NASM) is quite small with a regular membership of less than a dozen members; I suspect there are a lot of similar chapters across the US in areas with a small general population. In an effort to boost our numbers, and in partnership with our local hobby store, Flagstaff Hobbies, we ran a series of modelling workshops, culminating in a small contest.

The author mentoring a youngster

Robin shows off her prizes

Robin Bradley's prize-winning Velociraptor

The idea behind the workshops was simple: tap into the surprisingly robust customer base for plastic kits at Flagstaff Hobbies by offering basic instruction to juniors and to adults, with a contest at the end as a goal and an incentive. The workshops took participants right the way from basic construction, through more advanced techniques, to painting, decaling and finishing. Through the IPMS Make and Take program, we obtained some kits, ranging from airliners to simple snap-fit kits, for participants to work on while Flagstaff Hobbies provided tools and paints and the venue.

At each workshop, experienced IPMS members were on hand to conduct proceedings and to provide individual hands-on tuition. When the occasion warranted, members would also demonstrate techniques such as seam-filling or applying decals. All the while, the atmosphere was kept light and informal and every effort was made to make 'newbies' feel welcome and comfortable.

Daniel Wood and his bike

Participants ranged in age from a 3-year-old through to guys in their sixties, with a good spread in between. It was encouraging to see a number of juniors taking part, and we hope that we have planted a seed and that their enthusiasm for our hobby will take root. We were also encouraged by a number of adult 'returning' modelers who attended. This is a prime recruiting demographic for IPMS, as nostalgia for a childhood hobby and an optimum life position pull some back to modeling.

The contest was simple in concept and execution; this was no Nationals! We had three classes – Youth (Under 11), Beginner Adult (11 and older) and Experienced Adult. Given the relatively small number of entries expected, there were no splits into different categories, such as aircraft, armor, etc. - in terms of a regular contest, judges were looking for Best in Show for each class. Judging was based on the IPMS standard - modeling fundamentals were the primary denominator.

Flagstaff Hobbies was very generous with the prizes – gift certificates for the store, plus commemorative medallions – and were also able to garner some nice donations from their distributors for the raffle. Competition was tough, but in the end the judges awarded first place prizes to Robin Bradley in the Youth Class for her Lindberg Velociraptor, Daniel Wood in Beginner Adult for his racing motorbike, and to Ed Tharp in Experienced Adult for his 1/48 Zero. Congratulations to them all, and our thanks to everyone who took part.

For a first effort, we consider this to be a success, with the likelihood that we have recruited two or three new members for the club – which was our realistic target for this. In addition, we have introduced a number of youngsters to the joys of our hobby, while also promoting both modelling and IPMS to adults who might have been hesitant to rejoin the ranks, or who were modeling in isolation without knowledge of the greater world of the pastime. While there are a few things that we will do differently next time, we will most assuredly be making the same effort in future.

Anxiously awaiting the results

I'd like to express my sincere gratitude to Dan and Joe at Flagstaff Hobbies for their unfailing support and promotion of this venture, and I hope that we will continue to share many years of cooperation with our local hobby store – thanks guys!

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BY TIM UPSON-SMITH

Hisso Fit

Building Roden's S.E.5a with Hispano Engine

This is the second Roden S.E.5a to be released in 1/32, following the version with the Wolsey Viper engine. Looking at the sprue diagram the shaded-out parts, which include a four-blade propeller, suggest that an early Hispano engined variant of the machine will be produced shortly, although there has been no mention on Roden's web page as yet...

For reference there are three S.E.5as extant in museums in England, with perhaps the most well known being the Shuttleworth Collection's airworthy example. The others are at the RAF Museum, Hendon and the Science Museum, London. The latter is in its 'skywriting' guise. All of the UK survivors are ex 'Savage Skywriters' and all have Viper engines, so there are differences with the radiator area, as the version included in this kit has the geared Hispano engine, rather than the direct-drive Viper.

The kit

The kit is moulded in Roden's usual grey/tan plastic. There was a bit of flash present, but nothing that a pass or two with a sanding stick would not solve. I have to say that first impressions on opening the box were good - the parts had excellent detail and were sharply moulded. With this model I had a self-imposed deadline of a month to build it in, as I wanted it ready for a model club competition with the theme of Australia (more of that anon).

Construction started with the cockpit, and I had a set of etched brass for the kit but I decided that the level of detail provided was just right, with enough to make the cockpit look busy without overcrowding it. All I did add was a set of Eduard pre-painted photo-etched seatbelts, without which it seems no model is complete these days.

To speed up the build process for my deadline, I selected all the parts that needed a wood finish and gave them a brushed coat of Games Workshop 'Bleached Bone', which when dry was then brushed over with a suitable shade of brown, to give a passable grain effect. The fabric areas of the interior of the fuselage were left in Bleached Bone. The wood areas and the fabric areas were then given a wash of Games Workshop 'Gryphonne Sepia'. I can really

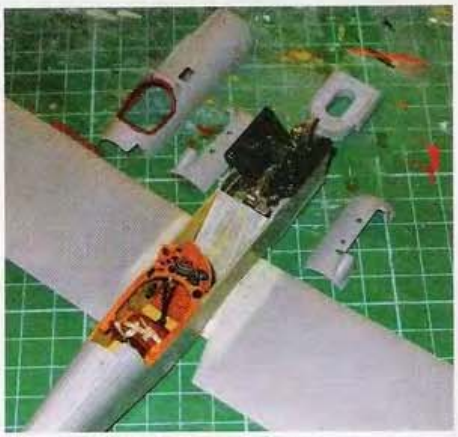
TECHNICAL DATA

RAF S.E.5a	
Scale: 1/32	Kit No: 602
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 110	Manufacturer: Roden
UK Importer: Pocketbond	US Importer: Squadron

Roden's interior builds up well, and the addition of instrument dials to the decal sheet is a simple, but very effective, step forward in terms of finished detail

The interior came together quickly – although I opted to 'fudge' the internal bracing wires with pencil lines

Eduard's pre-painted belts are indispensable in this scale



Engine and interior are assembled and in place, and the build moves forward apace

The interior is excellent from the box, and the belts were the only aftermarket addition

Parts have been brush-painted with my own mix of PC10

More haste less speed! Decals damaged by my reckless application of masking tape to the model out of sequence. Drat! Drat, and triple drat!

recommend these washes as they are easy to use, come in a variety of shades and are readily available, as most towns seem to have a Games Workshop on the High Street. The sepia and Devlan Mud can both be used over the wood effect. They are not quite as effective as the old Chestnut Ink, but they are not bad.

Instead of using fine wire or stretched sprue to rig the interior framework I used a sharp HB pencil to draw the rigging lines on with. Once the fuselage halves were closed this looked quite convincing.

For the instrument panel on this model Roden have provided decals for the dials, which once trimmed, applied and given a 'glass' cover of gloss varnish, set the panel off a treat. The switches on the panel were picked out in a brass colour and with this done the fuselage was glued together. This stage was quite tricky due to the separate top decking and the open front, although adding the bottom wing at this point did help a little to firm things up. Some filler was required around the wing roots, some of which was perhaps my fault for not taking the time to test fit properly, but the tailplane went on next with no fuss.

Brush painting in this scale – instead of airbrushing – can sometimes impart a more scale appearance of service wear and tear

The undercarriage parts went on as easily as the top wing

The ongoing controversy of PC10. This mix may seem a little dark, but I am satisfied it is not implausible

The top wing went on with absolutely no effort at all – not even a jig was needed

Although I have compromised on the rigging, I have included enough to give a good overall impression. With the deadline passed I may yet finish the job… Rigging thread is passed through holes in the wing and pulled taut before fixing in place

Rigging thread is passed through holes in the wing and pulled taut before fixing in place

The engine is a small kit in its own right. I must admit at this stage that as I was going to be gluing the cowlings on I did not fit all of the various pipes, as they would not be seen (but I won't tell if you don't!). This is an area of the model where if you wished you could really go to town.

Those seatbelts are certainly prominent on the S.E.5 – some aircraft can hide a hasty cockpit with an obliging upper wing

As I had started building the model while away from home I was committed to brush painting it. On their instruction sheet Roden give paint references for the Model Master range, and as I cannot get these locally I opted to use a range of paints including Games Workshop, Revell and Humbrol. For the linen undersides I used Games Workshop Bleached Bone, just as in the cockpit. For the PC10 upper surfaces I mixed my own shade of this controversial colour, using Games Workshop Chaos Black and Snakebite Leather as substitutes for Lamp Black and Yellow Ochre. My mix could perhaps have done with a little more yellow ochre, as it was rather dark. That said it matches a fabric sample I recently obtained from the Shuttleworth Collection's re-restored S.E.5a.

It also has to be borne in mind that these aircraft were often patched and repaired in the field and would have been painted in varying local mixes, so I am content with the resulting shade.

To get the characteristic overlap of PC10 onto the undersides, I used an old-fashioned ink bow drafting pen loaded with my mix, then using the edge of the wing as a guide drew the overlap on. The result is not perfect but a look at contemporary pictures of WW1 aircraft will readily show that the lines on the real thing were not always perfect either. I find that brush painting these large-scale models and using uneven coats of varnish and washes can impart a used and worn look. To some it may look over-scale, but with a model it's all about creating an illusion and in my opinion this gives a reasonable air of realism.

As with all of their S.E.5a releases, regardless of scale, Roden provide the triangular inspection panels as decals. I did not use these, opting to 'glaze' the moulded panels with gloss varnish stained slightly with the sepia wash. Although it would be a relatively easy task to chain drill and file out the openings, one could use a triangle of foil on the underside, a short length of rod to represent the pulley and a length of fine wire for the cable, and then glaze it with a drop of Kristal Klear. This is something I intend to try on my next one - which will definitely not have a deadline!

As I had pre-painted all of the wood parts it was now time to add the top wing, which I am pleased to say went on very easily, due to Roden's precise strut attachment points. I did not even need to use a jig. The undercarriage also went on at this stage, again with no fuss, and I used the later-style wooden undercarriage legs as indicated on the instructions, although further research suggests that the early steel ones should perhaps be used. Ultimately the choice is yours.

Colours and Markings

Four colour schemes are provided in this kit:

- D3540 of 40 Squadron as flown by Captain G H Lewis. This scheme is shown on the box art and has black and white striped interplane struts and radiator. There are also four large Ks on the airframe
- D3511, also of 40 Squadron, as flown by Major R S Dallas. This example is painted in a three-tone disruptive camouflage scheme. This scheme was my original choice for the Australian theme as Major Dallas was Australian, but early

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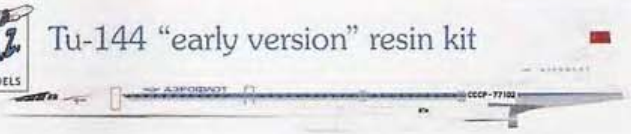

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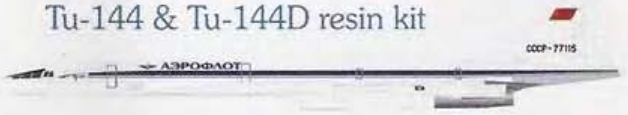

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Rigging continues. Don't be afraid to tackle this job – once you get the hang of it, it is more time-consuming than difficult

Adding control wires to the tailplanes using Aeroclub thread

The Shuttleworth collection's airworthy Viper-engined example

on in the build I had glued on the headrest, which did not feature on this aircraft, but all was not lost...

- D5995 from 143 Home Defence Squadron, this example features toned-down roundels and rudder stripes

- D351 of 6 Squadron Australian Flying Corps. This example has a red and white band on the rear fuselage, which also sports a white kangaroo and a large number 4. Just as well this airframe had a headrest!

Finishing off

It was now time to add the final details, decals and rigging. For the exhaust pipes Roden suggest a matt rust colour. After looking at and photographing various exhausts at the Shuttleworth Collection, I came to the conclusion it would be more accurate to paint the pipe firstly a steel colour, followed by washes of dark brown and blue to get that burnt metal effect. I was happy with the final result. I painted the kit propeller to match that on the Shuttleworth S.E.5a which has painted fabric covered blades. Not perhaps strictly accurate for this particular aircraft but it looks the part and is easier than painting a wood effect. The overwing Lewis gun and foster mount were assembled and painted to be added last. The Lewis gun is a particularly fine moulding, which only needed a little rub with graphite powder once painted to look really very good.

The decals started to go on next. I had one or two problems with these, although some were possibly of my own making. The red and white fuselage band is provided as a decal but it was clear that as it was not shaped it would not fit, so I opted to mask and spray it. I had already (rather foolishly) placed the fuselage roundels and large number 4s, so when I removed the masking I removed large portions of these decals too. 'Oops' does not begin to cover my frustration at this – especially as I know better than to work in this order. Remedial action was necessary. Parts were replaced from a friend's kit (Thank you Philip!). I also had problems with the roundels as they are quite brittle, but I cut out the kangaroos from the kit's decal sheet with a sharp scalpel and added them to my pre-sprayed red band with an agreeable lack of controversy.

Before the underside roundels were added I rigged the model using Lycra thread from Aeroclub. I had part-drilled holes in the underside of the top wing, into which I super-glued one end of the thread. The other ends were then threaded through the correct holes on the underside of the wing, tensioned and again fixed with super-glue. The ends were then trimmed, the holes tidied up and the underside roundels added. With the deadline fast approaching on this model I did not want to put on every wire, but just enough to give the impression of a rigged aircraft.

With the addition of the Lewis gun and foster mount and the propeller the model was finished.

Conclusion

I found this model an absolute pleasure to build. It took me just under a month's worth of evenings to complete – no mean feat for a 1/32 biplane, and even though I cut every corner I could, the quality of the product allowed me to get away with it almost every time. A little filler was needed in places but that's part of the fun of model making. The placement of the top wing was an easy task as the struts all fitted positively into their locations, as did the undercarriage – a huge relief after some of my recent experiences in this department. The addition of the instrument panel decals really does make a difference and it's nice to see Roden providing these.

There has been much talk about 1/32 biplanes of late. Roden's expanding range represent good value in terms of quality and buildability, and are also readily available. This kit provides all the basics to produce a super detailed masterpiece, and I for one will be adding a Viper-powered model to my collection in the near future - hopefully converted into a Savage Skywriter.

SAMI

Engine series scale 1:32

#621 Gnome Monosoupape

#622 Hispano-Suiza 8A

#623 Mercedes D.999

#624 Oberursel Ur.99

#625 Hispano-Suiza 8Ab

#626 Wolseley Viper

New #615 SPAD VII.1 (Lafayette and U.S.A.A.F. Service) scale 1:32

New #612 Airco (de Havilland) DH2 scale 1:32

New #428 Bristol F.2B Fighter Mk.VII scale 1:48

New #801 WW99 British Armoured Car (Pattern 1920 Mk.I) scale 1:35

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The F-16C/D Block 52+ from Viper to Prize Fighter. A 1/32 conversion

By Pete Fleischmann

As a former F-16 pilot with the USAF, I suppose it's only natural that the F-16 is my favorite modeling subject. The most recent production blocks have advanced capabilities I could only hope for as a young Viper driver. The F-16C/D block 52+, recently put into service with the Polish Air Force, is one of the most advanced versions of the F-16 to date. The 2-seat D model, with its conformal fuel tanks (CFT's) and avionics spine, significantly changes the elegant aesthetics of the F-16 to that of a brutal, thick-necked prizefighter, and looks altogether different from any other F-16's out there. I knew I had to build one in 1/32, the question was... where to start?

Getting Started

The obvious answer was to start with the best kit possible and make the necessary changes from there. As there is no two-seat F-16 available in this scale, this project would be a major conversion. I already had the Tamiya block 50, but it had the large MCID intake and General Electric engine parts. The block 52 has the smaller NSI intake and the Pratt and Whitney -229 motor. After some pleading and horse trading on the Internet, I was able to source the correct parts from the Tamiya Thunderbirds boxing.

Planning the build, I outlined the differences in the block 52+ that would need to be addressed. They were:

- Two-seat cockpit and canopy
- Avionics spine with parabrake extension
- Conformal fuel tanks
- Rescribing around the aft cockpit
- Antenna configuration
- Larger nose wheel: changes to nose gear door and intake
- Vent on the right forward fuselage
- Carbon fiber exhaust petals
- Weapons load

I started construction with the aft cockpit cutout. Using the Hasegawa 1/48 F-16D as a guide, I used 1/32 and 1/48 scale rulers to transfer dimensions from the smaller kit to the larger model. The aft razorback was cut down from a section of a Hasegawa 1/32 370 gallon wing tank. The aft canopy sills and the area behind the aft seat were blended in with the front cockpit with strip stock and a spot of putty.

Using a spare Tamiya tub left over from a previous build, I set to building up the aft cockpit. The rear bulkhead is significantly different, and this detail was scratchbuilt on the backside of the kit bulkhead. The forward area of the cockpit that mates with the instrument panel also differs, and these changes were made with more sheet stock, while the side consoles were easy to modify to

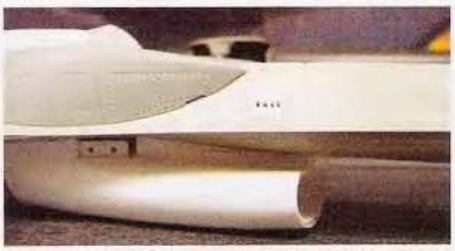
Spine and CFT's dry fit. Here the 1/32 Tamiya kit is compared to the 1/48 Hasegawa. Scale rulers were used to transfer dimensions from the small scale to the large

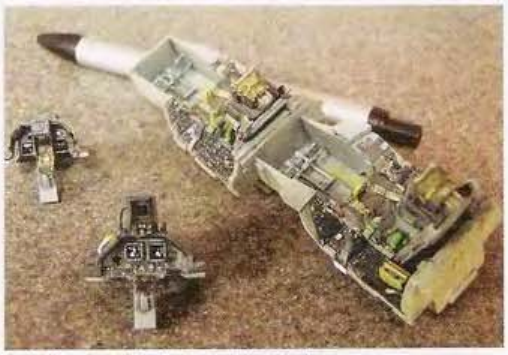
TECHNICAL DATA

F-16 Fighting Falcon

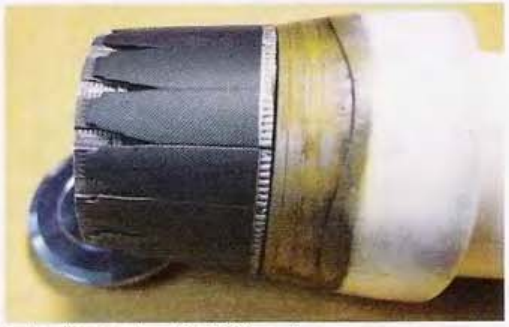
Scale:	1/32
Price:	£125.00
Kit No:	60315
Type:	Injection Moulded Plastic
Manufacturer:	Tamiya
UK Importer:	The Hobby Company
US Importer:	Tamiya USA

The resin canopy master used to vacform the canopy. The canopy is being skinned with .010 sheet

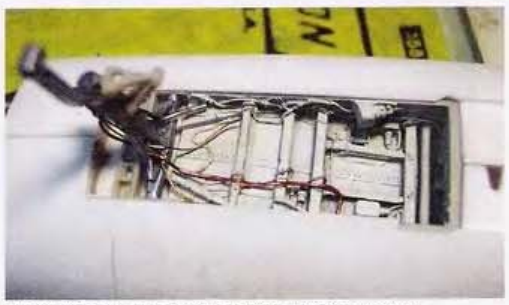

Vent from sheet stock installed. The white intake is the smaller NSI intake from the Tamiya block 32 Thunderbirds kit


Cockpit parts painted and ready to install

Dry fitting the spine prior to adding vacformed panels. The panel lines are drawn in with a paint marker for reference


Carbon fiber decals on Pratt -229 nozzle

Front and back seats with resin dust fuzzy seat covers


Hybrid of Tamiya wheel well and Aires resin insert. Some additional hydraulic lines were added

represent the more Spartan aft cockpit. The aft instrument panel was built up from plastic card, parts of the Tamiya front instrument panel, and photo etched bezels from Fotocut. The aft seat HUD Monitor (ASHM) was built up from corrugated and smooth sheet stock, while the glare shroud around the screen is simply lead foil.

The front cockpit is largely the kit item, although I did add the O2 and g-suit hoses. The very prominent 'spider latch' canopy locking lever was scratch built from fine strip stock, and I did use the front instrument panel and shroud from the Avionix F-16 set.

The Build Progresses

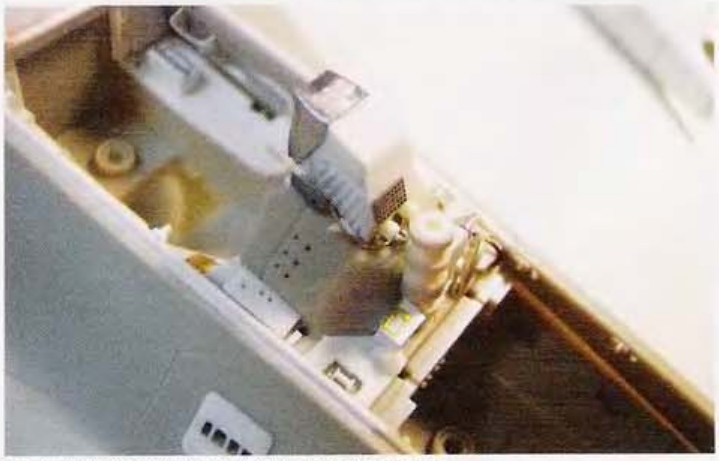
I painted the cockpit in the same fashion as I paint all my sub-assemblies. First, I pre-shade the parts with Floquil Grimy Black and then airbrush the base colors with enamels. Once dry, I'll dry brush with lightened versions of the base color, then, pick out fine details with a small brush. Following that I clear coat with Future floor wax shot through the airbrush and once dry, I add a wash of oil paint thinned with mineral spirits, then a flat coat. For the cockpit instruments I added decals from Mike Grant prior to the flat coat.

I used the block 50 seats from the Avionix set, although these are slightly different between cockpits. The aft seat of a two-seat F-16 does not have the flight data recorder installed on the left side, so I carefully removed it from the item employed. To replicate the fuzzy black seat covers, I first coated the seat pads with white glue, and then sprinkled them with resin sanding dust. Once painted and dry brushed, they looked pretty convincing.

Before closing up the fuselage, I made the prominent louvered vent on the right hand side by first scribing a rectangular hole in .030 sheet. The vent fins were then attached from behind, and the front faces sanded flush with the panel. The outside of the panel was then scribed out to release it from the sheet stock. A suitable hole was drilled in the fuselage to accept the just louvered vanes, as the vent panel is slightly raised from the fuselage.

With the cockpit cutout complete, I began building up the aft spine. Using my scale rulers again, I scaled-up the 1/48 spine from Cutting Edge, and built up a three-sided box from 030 sheet. The aft parabrake extension came from the Academy 1/32 F-16. I used Fine Grain Milliput on the top surface of the spine and sanded it back to get the characteristic curved shape to the top. I drew the panel lines in with a Gunze paint marker, and added reinforcement strips and the circular antenna, then took the assembly over to my vacuum forming rig and pulled the exterior skin in .010 sheet. I made several of these, and using the vacformed outer shells, I cut out each individual panel and attached them to the built up spine. This allowed me to add rivet detail to each panel before applying them, using a rivet wheel. The large vent on the right hand side of the spine was shaped from U stock, and another vent robbed from the spares box.

The parabrake was built up using the old school technique of tissue paper over


Scratch built aft instrument panel shroud and HUD repeater

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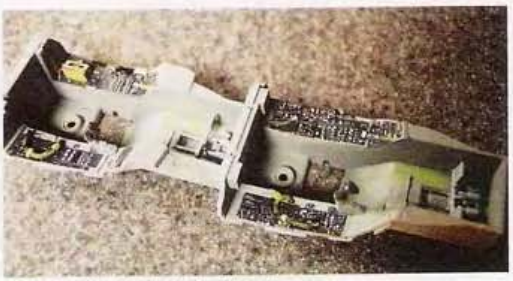
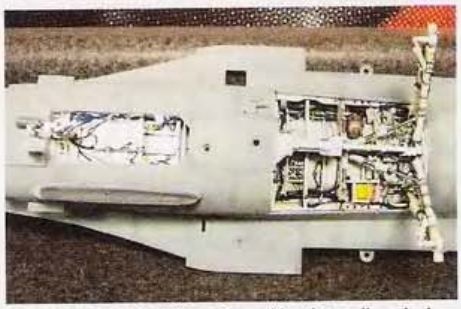
The aft cockpit nearing completion

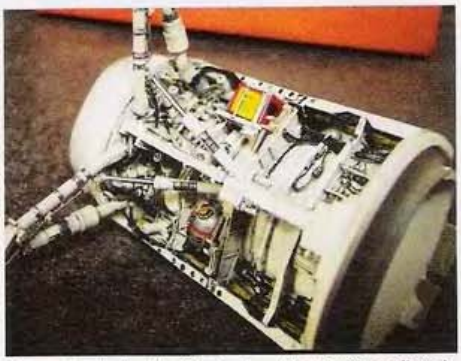
Fluid stains were achieved by placing a dot of undiluted oil paint on individual fasteners and then wiping aft with a soft cloth


Cockpit painted prior to the oil wash


Wheel wells installed. The main well has been oil washed, the nose well has not been washed yet

Scratch built spine complete and blended into the fuselage with Bondo

Final dry fit of spine


Aires resin wheel well painted and weathered with an oil wash

Black Box front instrument panel and scratch built aft instrument panel ready to install

MAU/TER combination along with centerline pylon and tank, and Sniper pod after final weathering

a blob of Milliput, brushed with diluted white glue. The straps for the chute are lead foil and Tamiya tape.

The intake of the block 52 has a prominent bump just behind the inlet strut support. I made this with a block of thick sheet, and blended it in with Milliput. After the intake sections were joined, I taped off the back end and slowly filled the intake with thick white latex house paint. I removed the tape, allowing the paint to run out the back, and the result is a perfectly seamless, gloss white intake. The intake strut support was painted with Alclad Chrome. This Alclad paint needs to be applied over a gloss black undercoat, and for this I used Testors gloss black enamel paint out of the rattle can. I added the large stiffener plate on the bottom of the intake ahead of the nose gear strut. The Polish jets have an ECM and a comm antenna mounted here. The ECM blister came from the spares box, and the antenna came from the Academy F-18.

The only RBF flag on the model is for the EPU on the right side of the intake. These are typically cut in half to prevent it from going down the intake

A look at the wider profile nose wheel of the block 52. This is a 48th scale UH-60 resin wheel from Cobra Company

Wheels and Weapons

I intended to use the beautiful Aires nose wheel well, but after a little 'due diligence', I came to the conclusion that the resin part simply would not work as molded. The resin well is too short, also, there is no way to install the nose gear strut without modifying it or the wheel bay. To get around this complication, I sawed off the Tamiya part just aft of where the nose gear strut attaches and mated it with the aft portion of the Aires well. The nose wheel on the block 52+ is larger than standard, so I found a suitable, thicker replacement: a 1/48 UH-60 resin main wheel from Cobra Company

The Aires main wheel wells are beautiful, but required a fair amount of grinding to get them to fit. I added the hydraulic lines to the main gear struts and drag braces, securing them where appropriate with strips of Bare-Metal Foil.

To replicate the carbon fiber nozzle leaves of the -229 motor, the leaves were covered with carbon fiber pattern decal film. To get the correct color, they were then overcoated with Tamiya Clear Yellow and Clear Blue. When dry, a wash of brown/black artist's oil followed by a flat coat finished them up.

Stores are, of course, a major part of

painted, I gave the entire model a clear coat of Future to prepare for decaling and weathering. Decals came from TwoBobs and Kagero. Once decaled, I applied a wash of artist's oils; primarily Payne's Grey and Burnt Umber, and once dry, I flat coated the model with Polly Scale acrylic flat.

Final assembly went quickly, with weapons, static dischargers, some gear components, and of course the canopy, rounding out a build of a unique version of the F-16.

The Polish Viper stands out in the crowd as a really eye-catching piece of hardware. Hopefully, given the interest that this latest in the line is receiving from the modeling public, we can look forward to some more state-of-the-art kits in different scales. Until then, if you want the machine in 1/32 it's a case of 'do it yourself!'

● SAMI

any Viper build. The Sniper pod is a resin item from Dr. Pepper Resins. I added some M.V. lenses to the seeker head, and created the clear lens cover with Pour On liquid plastic. The Triple Ejector Rack (TER) and GBU-12's are from the Academy F-16, and the laser seekers also received M.V. lenses. The AIM-9X's are also from the Academy kit.

The CFT's are from Skunkmodels. They are injection molded and fit beautifully but there are no locating tabs, so care must be taken to keep them properly aligned. I used fine Evergreen strip stock for the seals around the CFTs, with a few of the thicker seals made from folded-over lead foil.

The canopy was made by cutting up and using sections of the Tamiya canopy, an out of production M.A.L. Hobbies F-16B canopy, Bondo, and Fine Grain Milliput. I used all of this to make a master pattern that was used to cast a resin copy, which was subsequently shaped and polished. I then used the resin copy as a pattern to vacform the canopy from .010 acrylic sheet. 010 styrene sheet was used to skin the outside frame of the canopy, and rivet detail was embossed, again using a rivet wheel, and the panel lines were scribed with a compass needle in a pin vise. The inside of the clear canopy was painted with a mixture of Tamiya clear yellow and Smoke.

The interior frame of the canopy was built up from plastic stock, and sanded to shape. I added the prominent grab handles in four locations, and scratch built the center support to mate with the extension ram.

Fast Finish

The entire model was pre-shaded with Floquil Grimy Black prior to color coat painting. Once

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Polish Viper

Kinetic's F-16D Advanced Viper in 1/48

By Andy McCabe

The Kit

The F-16 has been in service worldwide in various guises since 1978 and in excess of 4,000 have been built. The latest version, the F-16D Block 50/52, represents the largest configuration change to the aircraft since its introduction, and modifications include new or improved avionics, additional fuel and payload capacity and enhanced sensor and pilot /vehicle interface capability. The Block 52 F-16s have additional capability for Conformal Fuel Tanks (CFT) that enables the aircraft to perform extended range missions. The CFTs are pod-like structures that fit along the upper fuselage either side of the dorsal spine of the aircraft and increase the fuel payload by 450 gallons thereby increasing the range by 20 to 40%.

TECHNICAL DATA

F-16D Block 52+ Polish Air Force Advanced Viper	
Scale: 1/48	Kit No: K48010
Price: US$39.99	Decal Options: 2
Panel Lines: Recessed	Status: Revised Issue
Type: Injection Moulded Plastic	
Parts: Plastic 318, Clear 32	
Manufacturer: Kinetic	
Available from LuckyModel.com	

This version of the 1/48 Kinetic F-16 is for an F-16D 52+ Advance Viper for the Polish Airforce.

The box is crammed full of plastic bags containing eighteen sprues of injection moulded plastic, two of which are clear, one small fret of etched parts, one turned brass nose pitot probe, two decal sheets and one instruction booklet. The parts have excellent engraved panel lines and exquisite surface detail, although there are also some rather large ejection pin marks on the majority of the parts that will require removal prior to assembly.

Construction

Construction commences with the cockpit, which is built around a one-piece tub to which the bulkheads behind the pilot and navigator are fitted along with separate instrument panels for all of the side consoles. This would make it easier for etched replacements though the kit parts have raised detail that allows detailed painting.

The intake is made up from two separate sub-assemblies, the first including the fan blade and undercarriage bay, and the detail is excellent throughout. Once assembled the intake seam was filled and smoothed out and then sprayed with Tamiya X-2 White, the fan blade was then painted and fixed into place.

The cockpit tub is inserted into the upper fuselage assembly and a choice now has to be made, airbrakes deployed or closed? If you opt for the deployed version they require cutting from the top and bottom fuselage halves before the two are joined together.

The forward section of the air intake/ forward landing gear bay is now assembled, and there is an unsightly joint between these two halves as there

is with the rear two, that needs to be addressed otherwise you get a rather unrealistic seam, Squadron white filler and an hour or so of sanding cured the problem and a coat of Tamiya white was applied. This assembly then fits into two side fuselage parts and the whole lot fits to the main fuselage/intake assembly without any filler whatsoever.

assembling the engine exhaust, which is one area where eliminating the joint lines will be impossible due to the corrugated nature of the inner surfaces. The exhaust cone is made up from four separate petals, and the outside was sprayed with gloss black, then a coat of Alclad Polished Aluminium applied, followed with a dusting of Alclad Gold then Jet Exhaust.

and this was removed with the aid of a Squadron Tri-grit sanding stick then masked and dry fitted ready for spraying.

Colours and markings

Any aperture that I did not want to be grey was masked or filled and a coat of primer was applied, followed by an overall coat of Xtracrylix XA1136. After

The main landing gear legs are a one-piece moulding that locates before other elements of the gear bay are fitted, such as the longitudinal structural spar (part C47), which is one of a number of parts not shown in the assembly sequence. I chose not to fit the undercarriage legs now, which meant that they would need modifying later on when it came to fitting them.

The build progresses by

The inside was given the same treatment as the main exhaust tube.

The next stage is where the dorsal spine avionics boxes are fitted, along with the tail and, if chosen, the Conformal Fuel Tanks. Moving swiftly on, the two etched parts supplied fit into either side of the CFT, but I chose to leave them until after the main paint scheme had been applied.

The one-piece cockpit canopy has a thin seam line running down the top of it,

curing, the upper surfaces were masked using a mixture of Blu-Tack and masking tape and the camouflage pattern was sprayed using Tamiya XF-53 Neutral Grey. I could not decide what the correct colour of the nose cone should be as it looked different in every photo I have, so I mixed the colour using various greys to get a shade that came the closest.

Once all the masking had been removed the aircraft was given a coat of Johnson's Klear and left to dry prior to the application of the decals.

The decal sheet is quite comprehensive and includes all of the stencilling needed. The decals are very nice and settled well without setting solutions and were completed in a couple of sessions. The kit offers two aircraft from the Polish Air Force in identical schemes.

Another coat of Klear was sprayed on then a dark weathering wash was applied all over followed by a coat of Xtracrylix Flat varnish to seal everything in place.

Final Assemblies

As mentioned previously the main landing gear should have been fitted much earlier before the fuselage was completed, however to facilitate masking and spraying it was omitted, and now needed to be cut into two parts and trimmed to fit, which proved to be no great problem as the whole undercarriage assembly when finished is extremely robust.

With the undercarriage fitted and the doors in place the weapons were fitted and the model was nearing completion, all that was left to fit were the ejection seats, canopy and nose probe.

Conclusion

This is the first Kinetic kit I have made and I have to say that I am very impressed with it.

The level of detail is on par with other high-end kit manufacturers though the large ejector pin marks are something you could live without.

It is a testament to the quality of the kit that no filler was used throughout the build, though the instructions in some parts are a bit misleading which is why it is wise to study them thoroughly before and during construction.

The price tag for this kit is very reasonable considering the number of parts you get and the amount of detail on them; it is a pity that the ejector seats are not as detailed and aftermarket ones are advisable. As for the rest of the cockpit the level of detail is very good and aftermarket replacements I feel are not necessary.

A thoroughly enjoyable build and not the last Kinetic kit I intend to make.

● SAMI

BY TONY GLOSTER

Matchbox Fighter

The poor quality wood-laminate of this Soviet lightweight earned it some unflattering nicknames from the men who flew it. Vector's kit is made of sterner stuff.

Vector's kit is well presented in a tray type box, including a number of re-sealable plastic bags holding the resin parts. The mouldings are some of the finest I have ever come across in resin, and the whole package looks pretty impressive. The resin itself is in two shades of grey/green, there is very little in the way of flash, and no discernible air bubbles. The parts detach crisply and easily from the casting blocks leaving minimal clean-up. The panel lining and rivet detail is accurate and delicately recessed, with raised detail where appropriate, such as the cockpit, undercarriage etc. There are, I'm glad to say, two sets of vacform canopies, a long length of wire, no mention of which is made in the instructions, and last of all one film of instrument faces.

The decal sheet is well printed and comprehensive, with the colour and decal guide being printed in colour on one sheet of A4, the reverse of which has a parts layout and the stencil placement diagram. The build instructions are printed on a single side of A4, and this consists of sixteen sections, which are well drawn and easy to follow, though some guesswork and common-sense is expected from the modeller. Colour callouts are restricted to the six sections relating to the cockpit.

The comprehensive and well printed decal sheet

The six options, given by Vector, however the 37mm gun barrel for option six and the different prop bosses for three and four are not supplied

TECHNICAL DATA

LaGG-3 / 29 series
Scale: 1/48
Price: £59.95
Kit No: 48005
Type: Resin
Parts: Resin 84, Vacform Clear 2
Manufacturer: Vector
UK Importer: Parade Figures

Construction

Once the parts have been removed from the moulding blocks and cleaned up work can begin with the cockpit, which is made up of eighteen parts, and split into two major sections - cockpit floor, and instrument panel/rear bulkhead. Here the detail is both excellent and accurate, when compared to my main reference, *Red Star Volume 10 Lavochkin's Piston-Engined Fighters*. The parts themselves fitted well, with only some minor adjustment being needed on the front bulkhead frame, to enable the floor to fit, and the pilot's rear armour. Before the fuselage halves are joined the

LaGG-3 on skis – a common feature during winter campaigns (Genadiy Petrov)

Resin moulding doesn't come much better than this

The alternative landing gear comes in the form of accurate ski assemblies

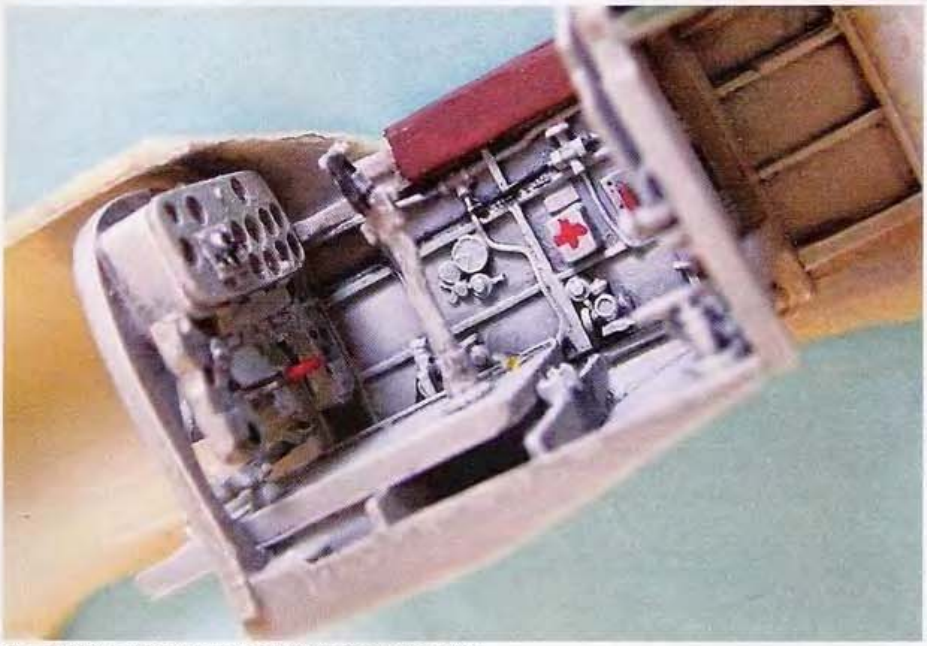
The quality of the resin is stunning throughout the kit

The Achilles heel of the Vector LaGG-3 is the vacform canopy

Included in the package is this roll of wire, no mention of which is made anywhere

Underwing stores are provided for in the shape of bombs and rockets

A coat or two of paint brings out the detail on the resin parts


The cockpit is accurately reproduced down to the smallest detail

two oil cooler faces had to be trimmed so they would fit in to the housing at the front, below the engine.

Once the fuselage was joined it became apparent that the whole cockpit assembly was 1mm too low, (or the spine is 1mm too tall?), which resulted in the rear bulkhead not meeting up with the top of the spine, so filler was required to hide the gap.

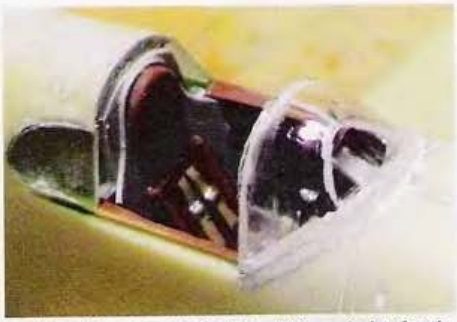
The wing, which is a onepiece moulding, fitted to the fuselage with ease, requiring only a small amount of filler to blend into the wing roots. The same was true for the two-part tailplanes, and with the rudder and engine radiator added the main airframe is completed.

So far the build had been as good as my first impressions of the kit had suggested it would be, but now it was time to fit the vacform canopy. Two sets are supplied and as it turned out I was going to need both. The canopy is moulded in two parts, the windscreen and sliding hood, but the framing is not that well defined, making cutting out a bit of a problem. The first attempt was not a success, as I cut the windscreen too low and the hood would not fit, being too small in cross section. On the next attempt I cut as much framing out as possible and even then the hood would not sit correctly and the windscreen was still too low. Checking out the numerous profile photos in the Red Star book leads me to conclude that either the canopy is just plain wrong, being too low in profile,

The overall fit of the parts is really very good, requiring just a small amount of filler to blend in the wings and tailplanes

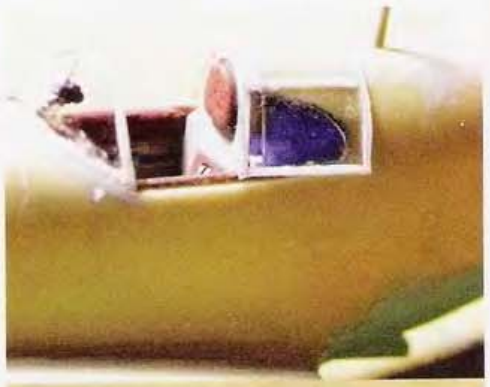
LaGG-3 seen in what appear to be standard camouflage colours but with hinomaru. This example was captured and tested by the Japanese (Nico Braas)

The wood-laminate construction of the prototype leads to minimal surface detail



The side windows from the South Front kit saved a lot of work

No longer available, Humbrol 114 Russian Green is just the right shade, and hopefully Hornby will see more Soviet colours returned to the range?



Problems were encountered fitting the canopy hood

Painted up, gloss coated and ready for the decals

After the first coat of green was applied the pattern for the camouflage was marked out with pencil

The underwing RS-82 rockets and rails

or the spine is too high. As it is, you can just 'get away with it' as in many cases the hood was left open or removed altogether to improve visibility for the pilot. Left like this the windscreen proportions look correct.

Oddly, not included on the vacform sheet are the two rear clear panels. These you have to scratch build, but as luck would have it I had a spare set from a South Front LaGG-3. These side panels, when offered up to the kit, turned out to be too long, but the right height, so they were trimmed, and with the canopy resolved, I tackled the landing light. This is another vacform part, and again the fit was pretty bad, but with transparencies out of the way I could turn my attention to the undercarriage.

Here we got back to quality parts and I am please to say the fit was excellent. Options for wheels or skis are given, and the skis themselves are made up from three parts each for the main gear and one for the tail. These attach to the undercarriage legs, which are moulded with a metal rod running internally through their length, making them reassuringly strong. The wheels are delightful mouldings, and along with the bay doors full of detail, but they are not flattened. True Detail do make a flattened set in this scale for the La-5/7 which would be an appropriate replacement if you don't fancy sorting them out yourself.

Last of all we come to the underwing stores, which include six RS-82 rockets and rails and two 100kg (220lb) bombs, with the relevant mounting brackets, and these again are very nicely moulded. I did manage to crush the very delicate fins for the bombs when trying

Colour Notes

The LaGG-3 was camouflaged in the standard colour schemes applied to Soviet aircraft of the time. Upper surface colours were *Temno Zeleniy* (Dark Green), and *Cherniy* (Black) with the bottom in *Svetlo Goluboy* (Light Blue). Top surfaces could be finished in overall Dark Green but the most common practice was to supplement this with patches of Black. Some early Soviet sources state that fighters were also finished in dark green and earth brown upper surfaces. Certainly some machines clearly feature a third colour on the topsides and this could either be a light green or a sand colour. On the southern front machines employed sand coloured upper surfaces with black or earth brown patches. From mid 1943 Soviet fighters carried new camouflage colours of *Temno Seriy* (Dark Grey), and *Seriy* (Grey) on the topsides.

References

Cveta Sovetskoi Aviajiy, Vasiliy Vahlamov and Mihail Orlov

Istoriya samoleta LaGG-3, editor S.V. Ivanov

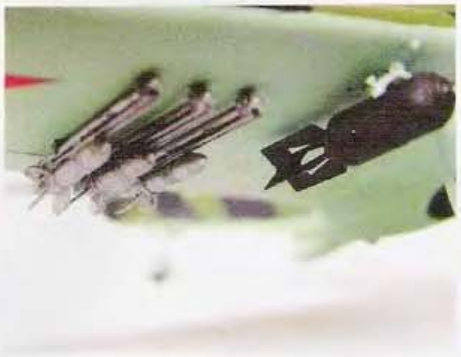
First prototype of the LaGG-3 designated as I-301, crash landed on 11 August 1940. The entire aircraft is finished in the same red colour used for national insignia

LaGG-3 from 2 IAP, Harkov, May 1942

Winterized version of the LaGG-3 used in the Leningrad area, winter 1941. This machine is interesting as it carries no individual identification markings. The original image shows the aircraft after a forced landing so details of the landing gear are hidden, and it is possible that it was fitted with skis

LaGG-3 from first production batch, flown by Captain Aleksandr Zaitsev from 145 IAP, Karelia theatre, summer 1941. Zaitsev had 34 confirmed victories and 19 shared

From mid 1943 fighters of the VVS started to wear a new two-tone grey camouflage pattern on the top surfaces. This machine from 9 IAP is a good example of the new pattern. One detail of interest is that aircraft of this unit usually carry two bands in yellow, while this machine carries one band, possibly in white



to remove them from the casting block, and to be honest, at first I wasn't convinced by their shape, as they have very blunt noses, but once I fitted replacement etched fins - from Eduard's set for the 1/72 Zvezda Pe-2 - and added them to the wings they look the part, as indeed do the rockets.

Colour Options

Vector supply a choice of six aircraft, from February 1942 to the summer of 1943. The first of these, Red 95, is in a winter finish of White upper surface/Blue underside and is fitted with skis. The other five are in the early finish of Green/Black upper surface and blue underside. After some study of the painting guide and referring to the profiles in the Red Star book I went for option three, White 6, flown by Captain G.A.Grigoriev of 178 IAP summer 1942.

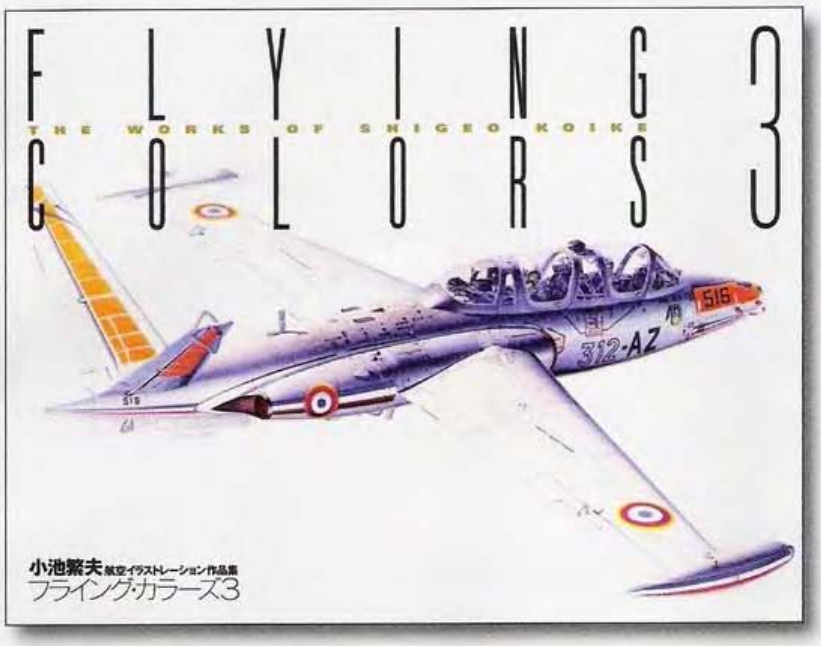
Conclusion

As you may have gathered I really enjoyed this kit. The overall package is very good, the quality of the parts, apart from the vacform canopies, makes for a trouble-free build, and the choice of finishes is impressive. Strangely, the 37mm nose cannon, introduced on the 29 series, is not included, though two of the colour options would appear to have it fitted. The very nice AML decal sheet for the 1/48 South Front LaGG-3 comes with a resin 37mm barrel, so this item can be recommended.

This is not a cheap kit by a long way, and I do hope Vector will improve the vacform parts, but I do rate it very highly, and anyone interested in Soviet aircraft will certainly appreciate the result that can be achieved with the parts provided.

● SAMI

Shigeo Koike Soars!



Shigeo Koike is one of the finest aviation artists in the world today. He depicts his subjects with almost photographic accuracy, but Koike has more than an observant eye—he has an artist's vision, too. This new book is a collection of his latest work. It includes images of 60 aircraft from all eras of aviation. It features full English and Japanese text, with original Japanese commentary by renowned aircraft researcher Toshio Fujita. The English translation is by HLJ's own Scott T. Hards.

The book itself is beautiful, too: hard-cover, printed on heavy gloss art paper in large, 38 x 28.5cm format. It also includes a dust jacket and a matching cardboard sleeve.

Order your copy from HLJ and we'll send you a free gift: the cardboard sleeve for his previous softcover collection, *Flying Colors 2*!

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BY RICARDO DACOBA

Feuerzeug Tales

Revell's Heinkel He 177 Greif

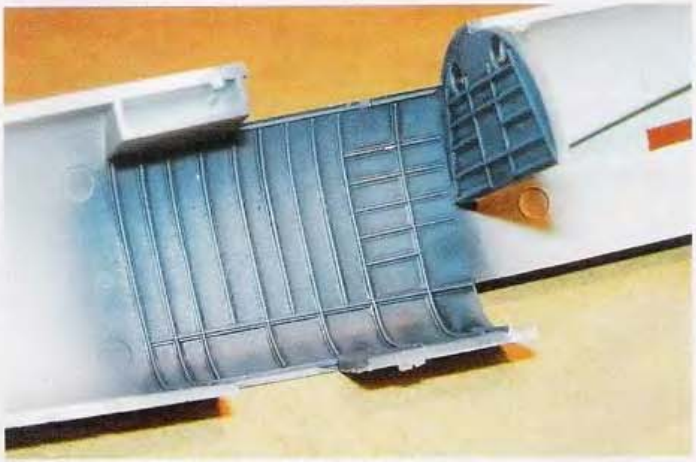
The He 177 was an early, and partially successful attempt to develop a practical strategic bomber, but the design involving two motors to drive a single propeller led to serious problems. Due to this, and other flaws in production and development, the aircraft became a deadly trap for many crews and earned the nickname Luftwaffenfeuerzeug (the Luftwaffe's Lighter) due to the ease with which it caught fire. The Greif, as it was also known, first saw operational service in 1942 and was mainly used in the anti-shipping role in the West.

With this release Revell have once again provided us with a superb new tooling of an important type that has been neglected too long - the only available kit previously being the old Airfix item, which may now be consigned to the collectors' attics. Revell's model consists of six sprues moulded in light grey plastic, with a total of 215 pieces. There was no flash in my example, and the kit offers a very good level of detail in general, especially in the cockpit area.

The instruction sheets are very thorough, and follow a logical sequence, while the decal sheet offers two different versions:

He 177A-5 (6N+HM) of 4./KG 100, Chateaudun, France 1944

He 177A-5 (F8+CK) of 2./KG 40, Bordeaux - Merignac, France, late 1944



The kit provides some nice internal detail on the cockpit walls

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TECHNICAL DATA

Heinkel He 177 A-5

Scale:	1/72
Price:	£14.99
Kit No:	04616
Type:	Injection Moulded Plastic
Manufacturer:	Revell AG
UK Importer:	Revell UK
US Importer:	Revell-Monogram

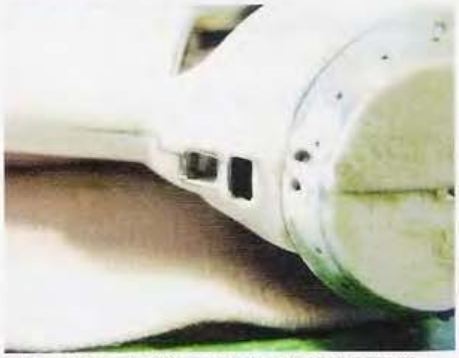
Cockpit assembly finished – from the box apart from seatbelts and a little wiring

An early stage in the proceedings was the cutting out and detailing of the flaps

Ribs in place in the flap recesses, all sanded even and painted RLM02

The finished starboard engine

Another view of the DB610 – two engines, in fact, rolled into one!



Intakes at the root of the nacelle have been cut out and sanded to scale

The starboard wing with the engine in place. Little can be seen of all that detail, but the effect is impressive

A view of the underside of the nacelle shows how much of the detail work will be visible here

Much of the installation work on the engine sub-assembly was done after painting was finished

Construction

In general I don't usually follow the build sequences as called out in the instructions, preferring to work on several sub-assemblies concurrently, which I find enables me to move things forward at a quicker pace without making any unnecessary compromises. To begin with I collated as much reference material as possible, as my plan was to carry out several modifications, such as dropping the flaps, opening up one of the engine bays, and adding detail to the wheel wells, etc. With plenty of information to hand I began planning the order of construction – an important task as it would avoid setbacks and errors during the course of the build.

The Wings

The wings incorporate several minor sub-assemblies that need to be finished before the upper and lower halves can be joined, including flaps, wheel bays, engine nacelles and radiators, and I commenced this section of the build by separating the flaps. Internal detail here was fabricated from plastic card – a simple job but fairly repetitive. The spars were fashioned from 1mm plastic sheet, and once the triangular supporting ribs were mated the whole ensemble was sanded gently to even things out. Strips of epoxy putty were rolled out to make the actual flaps, and these were sanded to profile and surface detail then scribed where necessary.

Main Wheel Wells

One task that required a good deal more work than anticipated, as well as a little guesswork, was the wheel wells. Although the kit provides some nice main gear legs, the wells themselves provide ample opportunity for some additional detailing, and this occupied some time.

While working on these areas I took the opportunity to thin out the walls around the aperture I was leaving to display the engine in the starboard nacelle, and this was achieved with a Dremel tool and a 5mm spherical drill, taking great care to work slowly, as powered tools can make a thorough mess of a piece of plastic if the modeller does not have a steady hand. With this task

Horizontal tail surfaces receiving attention

Rear control surfaces have all been removed and will be repositioned later in the build

The upper fuselage showing the electrically controlled remote gun turret

Gun barrels were replaced with resin parts on the mid-upper turret

Rivet lines were replaced using a custom-made tool fashioned from an old cog

New prop blades were fashioned from aluminium

Here the replacement prop blades have been cut to shape and mated with the collars from the kit parts

Kit parts, top and bottom, and finished replacements

The finished props – handed of course

The He 274 V1 was repaired by Ateliers Aéronautiques de Suresnes and used by the Armée de l'Air (French Air Force) for several years as a high-altitude research plane, and was eventually broken up in late 1953 (via Srecko Bradic)

accomplished I proceeded to remove the main and subsidiary engine access panels with a new No.11 blade.

With the hatches separated I was able to add further detail to the inside of the nacelles, adding supports to house the main gear, hydraulic conduits from copper wire, and some electrical boxes from scrap plastic.

With the interior of one wheel well completed I made a rubber mould to enable a duplicate to be made for the other wing – thus saving a considerable amount of time and effort and ensuring that the two sides were identical.

Kit part 54, the housing for the tail wheel, requires a little remedial work to box it in correctly, and this was done with aluminium foil fitted with superglue. The tail wheel provided is a little thick, so I replaced it with one manufactured from aluminium and plastic card. The wheel was painted RLM 02 and installed at this point, as were actuators for the doors, although as they are fairly fragile, the doors themselves were left off until later in the build.

Engines and Radiators

Engines for the starboard nacelle were built in full, using an Aires Me 109 part as a model, each nacelle requiring two DB-603s as a basis for replicating the complex layout of the DB-610. For the port nacelle I was obliged to fabricate only those parts that would be visible through

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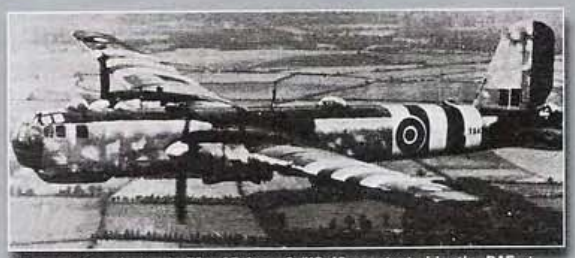
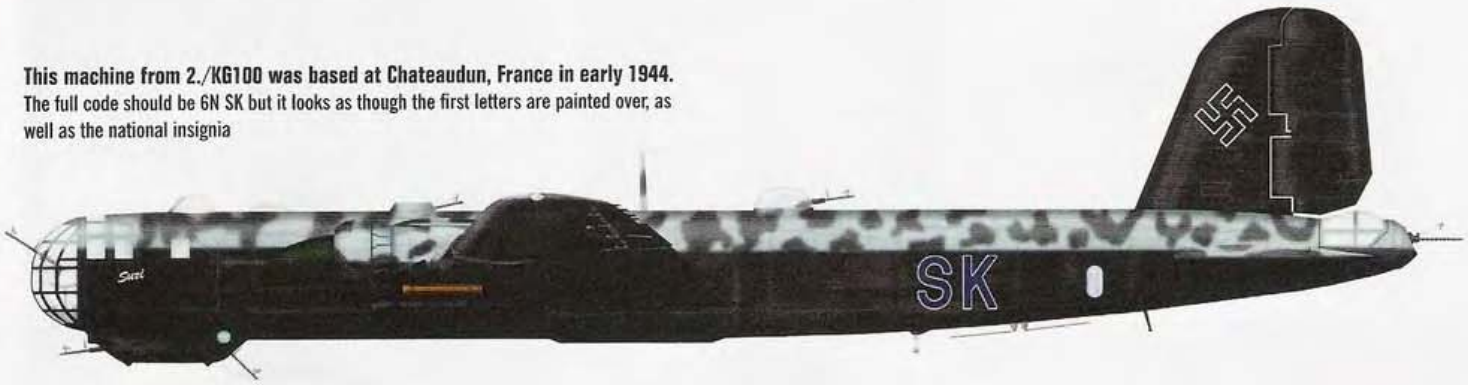
The Heinkel He 274 was designed as a four-engine high altitude variant of the Heinkel He 177. The He 274 V1 was being readied for flight testing at Suresnes in July 1944 when the approach of Allied forces necessitated the evacuation of Heinkel personnel working on the project (via Srecko Bradic)



This machine, formerly F8+AP from 6./KG 40 was tested by the RAE at Farnborough, carrying the serial TS439

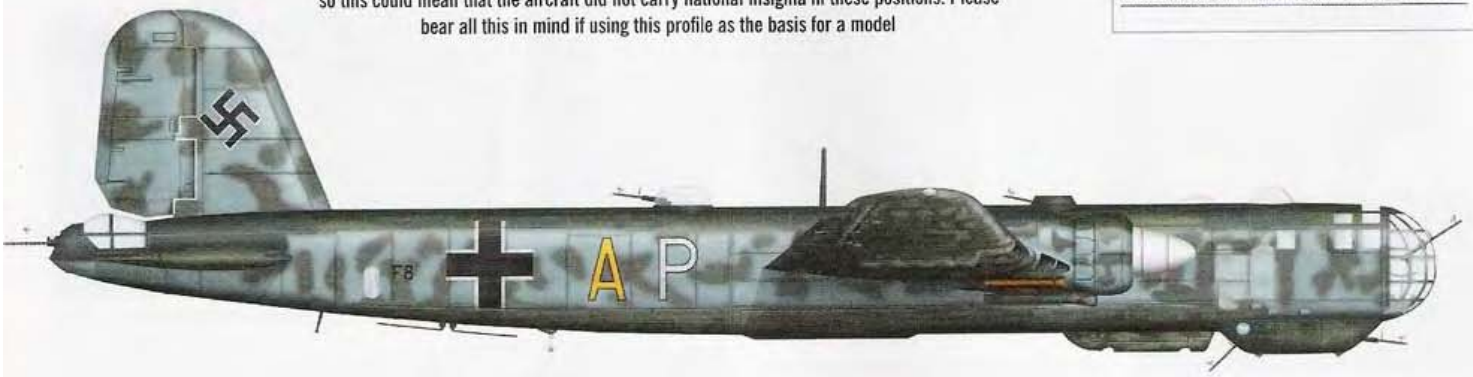
This machine from 2./KG100 was based at Chateaudun, France in early 1944.
The full code should be 6N SK but it looks as though the first letters are painted over, as well as the national insignia



He 177A-5/R6, W.Nr. 550062, code F8+AP from KG40.
This machine was captured by the French resistance at Blagnac and soon after it received French insignia. The camouflage is believed to feature maritime colours at the top, RLM 72 and 73, as the unit was prominent in this role. Fuselage sides are RLM 65 with the bottom in a very dark colour. Blotches are possibly RLM 02. This profile offers more questions then answers. There is a general opinion that the undersurfaces were painted black but many images and comparisons with the black from crosses and letters clearly show that it is not and is much closer in greyscale to the top surface colours.
It is mentioned in some sources that undersurfaces were also painted dark green, RLM 64, so this is certainly a possibility in this case. On the front of fuselage is a prominent patch in a light colour, which could indicate that something has been overpainted. Images of this same aircraft in French markings show no traces of overpainting on the undersides, so this could mean that the aircraft did not carry national insignia in these positions. Please bear all this in mind if using this profile as the basis for a model

References

He 177 Greif, Janusz Ledwoch, Wydawnictwo Militaria, Warszawa 1997
Replic magazine No. 111, Heinkel He 177 Greif
Heinkel He 177, Kev Darling, Warpaint Series No.33
Deutsche Fernkampfflugzeuge Der Luftwaffe Do 19- Fw 200- He 177- He 274- Ju 89- Ju 290- Me 265, Manfred Griehl und Joachim Dressel, Waffen- Arsenal, Band 139



This unknown machine is from the movie possibly made in January 1944, showing aircrew during the loading of the large SC 2000 bomb under the wing.
Nothing much is known about the aircraft, and one detail of interest is the white number 4 on the fuselage cross. Except for this, and national markings, no other identification is used on the aircraft. Camouflage is standard with black predominant on the bottom and sides, with the top surfaces in RLM 76 speckled with RLM 75

He 177 from the flying school Flugzeugführerschule (B) 16, at Magdeburg-Burg, 1944.
Camouflage is the proposed standard pattern of RLM 70 and 71 in splinter style with the bottom in RLM 65

Wiring and pipework added to good effect

The improved insert for the tailwheel, ensuring no 'see-through' into the fuselage

The finished engine rear ready for a duplicate to be cast

Detail painting under way on the finished items

The kit 's bomb bay is nicely detailed and needs little attention

Despite exhaustive superdetailing, the kit came together remarkably quickly

Installation of flaps on the finished model prior to painting

Masking removed, a nice soft edge to the pattern is achieved

The darker grey was applied over the RLM 02 base

the wheel well, but both sides required a deal of work to depict the necessary wires, pipes, engine supports and complex paraphernalia that is apparent in this area.

The painted and assembled engines were set aside, ready to be installed later in the build.

To improve the appearance of the nacelles the cooling gills on the engine cowl were opened, allowing a good view of some of the internal detail, such as conduits and engine mounting struts.

Masking the undersurfaces prior to painting was an exercise in patience

The wing radiators as supplied are very basic parts, and I decided they could be improved upon considerably, so thicker parts were manufactured from epoxy putty, with detail added on both sides. As I was leaving the access cover open on one side, more internal detail had to be fabricated and this included reproducing the oil pipes where they enter and leave the radiator, from steel wire. This done I was finally able to close up the wing halves and set the mainplanes aside while I carried on with other areas of the build.

Cockpit

Beacause the kit parts as supplied are more than adequate I was able to use them with only a little bit of additional

detailing. Wiring was added to the main instrument panel, as well as seatbelts to all crew positions, and a little detailing to the front machine gun. Little else was required as despite the glazing in the nose the area is not nearly as visible as one might suppose.

The whole area was painted RLM66 with a little dry brushing and a thin black wash to highlight the detail. Seatbelts were painted with Tamiya's Khaki.

Tailplanes

The moving surfaces of the tailplane were removed in order to reposition them in a slightly more realistic fashion. I thinned down the trailing edges as well, and performed delicate surgery with a No. 11 blade to remove the parts without excessive damage.

Once the parts were separated the upper and lower halves were joined and the hollow filled with putty, which was then shaped correctly with sandpaper to give the right profile. This process, of course, eliminated the trim tab actuators, so they were replaced using thin aluminium and stretched sprue, which allowed for a more scale appearance than the originals.

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He 177A-02 production prototype with broad blade propellers

Standard He 177A-5 tail gun position, with single MG 151 cannon (Deutsches Bundesarchiv)

He 177 port side main undercarriage (Deutsches Bundesarchiv)

Propellers

One problem often found with kits, especially in 1/72 or the smaller scales, is the over-thickness of the propeller blades, and Revell's Greif is no exception in this respect. My solution was to replace the blades with scratchbuilt items made from aluminium, a material eminently suited in this case as the impression of wear on the edges could not possibly be more realistic!

Using 1mm thick aluminium sheet I cut strips 1cm wide and 4cm long. Onto these I drew the outline of each blade and then cut and filed them to size. Once the required profile was achieved they were gently twisted to the correct final shape. A little gentle pressure with the fingers is sufficient, as the material is very pliable.

The finished blades were mounted on the kit propeller bosses, taking care to ensure that they were correctly 'handed'.

Fuselage

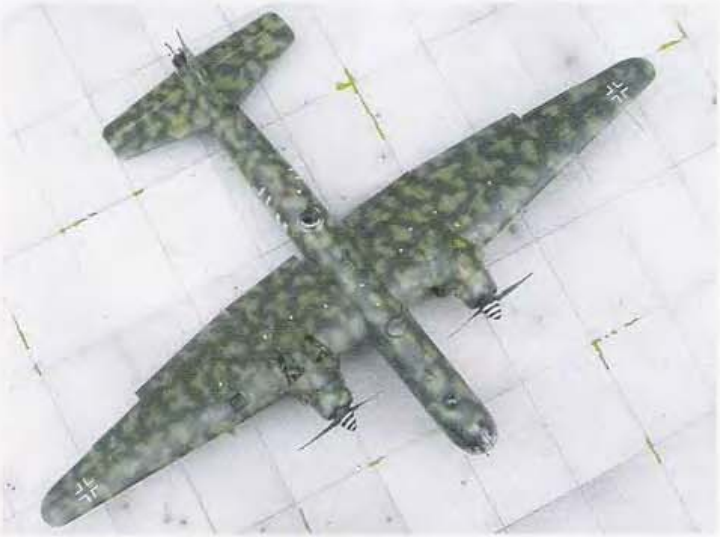
Before closing the fuselage halves I needed to make some corrections to the dorsal turret, as my references differed from the kit parts. I replaced the machine gun barrels with resin pieces taken from an Aires Me 109 set, which look very good in place. While working on the upper fuselage I also took the opportunity to replace a couple of the access hatches with scratchbuilt items based on identical parts found on the wing.

The wingspan, by the way, is about 2mm too short, which may seem a minor issue to some, but is actually a scale 6", and as it required very little effort to remedy I added a couple of supplementary shims to the bases of the wings before attaching them to the fuselage. This solved the problem with a minimum of fuss.

Smaller Details

With all major work finished and the bulk of the airframe complete there were a few smaller jobs to be handled prior to painting. The flame dampers on the exhausts were replaced with scale items made from Evergreen tube, mated to the kit parts with a collar made from tin sheet. The ventral antennas were also replaced with thinner items made from copper wire.

The final job before painting began was to replace all the lines of rivets lost during the construction process, using a small gear from a clock, which allowed an even spacing and gave a tidy end result.



Painting

Before starting to paint I cleaned the model thoroughly all over with isopropyl alcohol to remove all the dust as well as to provide a grease-free surface for the paint to adhere to.

I chose to finish my aircraft as the 4./KG 100 machine, located in Chateaudun, France in 1944 (6N+HM). The scheme consists of three colours - RLM65 for the undersurfaces, and a pattern of RLM02 and RLM73 on the uppers. All paints employed were Xtracolor enamels, applied with an airbrush.

The undersurfaces were painted first, and the paint allowed to cure for twenty-four hours before the top colours were applied. First I sprayed the RLM 02, and once this had also been allowed plenty of time to cure I made up masks from Blu-Tack and applied them carefully in the required pattern. This material is best used on a gloss surface, as it can damage matt paintwork, and will almost certainly cause problems on any surface that has not been allowed enough time to dry. Once the masks are in place it is best to spray on the pattern and remove the masking as soon as possible, as the less time it is in contact with the painted surface the better.

With the masking removed I touched up a couple of areas very carefully freehand with the airbrush before applying the decals. I kept weathering to a minimum, using a little Tamiya smoke in the airbrush for exhaust staining, and finished things off with a dark brown wash to highlight the details in bas-relief, removing the excess with a damp cloth.

All that remained was to add the antenna wires, which were made from fine nylon thread, attached with superglue.

Conclusion

I was very pleased with the finished result, and while the model will build up beautifully from the box I could not resist the temptation to add a little detail to it of my own. Both this kit, and the subsequent A-6 release with the Hs 293 glide bombs, can be highly recommended to all.

● SAMI

BY TONY GRAND

Vietnam Trio

The Half-Tamed Horse, the Native American and the Fearsome Hunter

I can usually remember what it was that sparked off the idea of a build. Childhood memories of things read or seen; a trip to an airshow or museum; a television programme. In this case I can't really put my finger on it but as far as I can tell, it came about after I had been reading and watching a fair amount of stuff on the air war in Vietnam and, combined with my other interests, this led my building two 'what if' planes in Vietnam guise (F-107C and Crusader III Wild Weasels, since you ask). I then read a book on the FAC role in OV-10s ...and before I knew it I was building a trio of the workhorses of the COIN role in the land of Rolling Thunder: the North American OV-10A Bronco; the Grumman OV-1B Mohawk; and the Cessna A-37B Dragonfly.

This proved to be an interesting build from various points of view. For instance, reading about the politics involved and the jealous guarding by the several US armed services of their own roles and assets to perform them; different approaches to camouflage, and the relative availability of the kits and after-market accessories and decals. On top of this, building all three in 1/72 was a challenge in itself, to a man used for a long time to the larger scales.

The kits

Building in 1/72 came of necessity, as only the OV-1 is currently available in 1/48. Academy provided the OV-10A - readily available from Hannants – and they also make an OV-10D, to go with your other Desert Storm builds. Academy and Hannants were also the source for the A-37B. The Mohawk, however, meant venturing on to eBay and I soon found and received an OV-1B, distinctive because of its large SLAR pod. This was an AMT/Hasegawa kit, of unknown production date. The panel lines were raised and accurate as to shape and position but crudely done, with some of the lines representing frames actually crossing over at the corners. On the much newer Academy kits, as you might imagine, no such problems were found.

The Bronco

The OV-10A, a twin-turboprop STOL aircraft, was conceived by the US Marine Corps and developed under a US Air Force, Navy and Marine Corps tri-service program. The first production OV-10A was ordered in 1966, and its initial flight took place in August 1967. The Bronco's missions included observation, forward air control, helicopter escort, armed reconnaissance, gunfire spotting, utility and limited ground attack. The USAF, however, acquired the Bronco primarily as a forward air control (FAC) aircraft. Adding to its versatility is a rear fuselage compartment with a capacity of 3,200 pounds of cargo, five combat-equipped troops or two litter patients and a medical attendant. The first USAF OV-10As destined for combat arrived in Vietnam in July 1968, and a total of 157 OV-10As were delivered to the USAF before production ended in April 1969. One pilot described this as 'the most agile aircraft I had ever flown'. You can see what he means when you reflect that it was stressed to 8g+ yet could not achieve 200 knots except in a dive.

Fuselage

Here, I decided to depart from an OOB build in two respects. As the kit cockpit was basic, with armchair-style seats, I opted for the CMK interior replacement. Nice detail on cockpit sides and seats and etches/film for the two instrument-panels. Fitting the CMK tub and seats and closing up the fuselage was straightforward, and I was reasonably pleased with the results, although my painting skills in this scale are not great.

Another modification came from seeing a picture in OV-10 in Action with the tail-cone swung back to show the cargo compartment. In A Lonely Kind of War, Marshall Harrison describes how three Khmer special ops paratroopers were shoe-horned into the cargo compartment of his plane for a night drop 'over the fence' in Cambodia. Following a landing on a road, he later, in response to an emergency call, took them all safely off again, hotly pursued by the NVA! To imitate this picture, I sawed off the tail-cone and took out the section of the kit fuselage onto which the sponson assembly is mounted, which increased the space within the fuselage. A representation of the fairing for the open tail-cone, on the prototype's wing trailing edge, was built up with scrap plastic and filler. As the same picture in OV-10 in Action showed the equipment racks in the cone, I mocked this up with scrap plastic, Reheat circuit-breaker panels and wire. I made a new fuselage floor and added detail in the cargo compartment roof, likewise with plastic and wire, and used a section of Archer Fine Transfers' wing-walk material to represent the non-slip flooring. I should mention here that even before my surgery the fuselage halves showed distortion and unequal thickness of the plastic. Not too obvious after assembly, fortunately.

The kit nosewheel well is very shallow and I replaced this with a scratchbuilt item. Round this and in the nose cone, I put a lot of lead but couldn't prevent the plane being a tail-sitter, so a discreet wire prop saves me too obvious embarrassment. At this stage I looked at the whole undercarriage and, after trying to amend the rather crude kit maingear, decided Aeroclub were the answer. Their replacement was very nice but very soft, of course, and having fitted it too early, I was forever straightening it.

TECHNICAL DATA

North American OV-10A Bronco

Scale: 1/72	Kit No: 1665
Price: £5.99	
Type: Injection Moulded Plastic	
Manufacturer: Academy	
UK Importer: Toyway	
US Importer: MRC	

CMK's excellent resin sidewalls prior to trimming and sanding

Surgery was performed on the Bronco's fuselage prior to commencing the build

Modifications to the tailcone

Scratchbuilt equipment racks added to tailcone

Detail added to the roof of the cargo compartment

The new nose wheel well in position

As much lead as possible is crammed in to try and avoid a tail-sitter

The finished cockpit fully fitted out

The beautiful CMK engine in position

Booms and engines

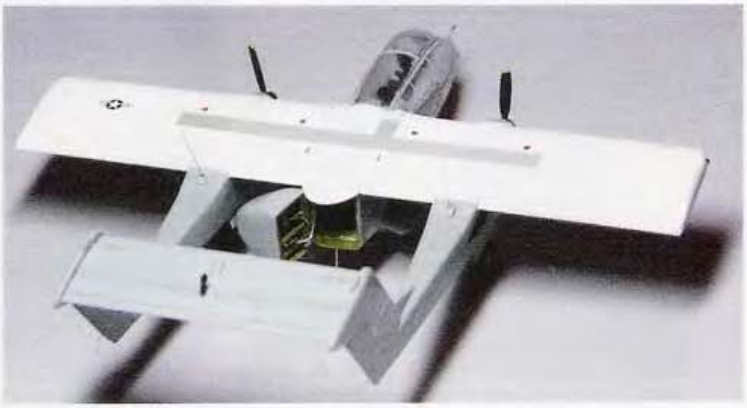
The boom halves went together well. I detailed the main wells a little by adding (from thin scrap metal) what seem to be either mudguards or devices to stop the wheels spinning, after retraction. The CMK engine set turned out to be a beautifully detailed representation and easy to fit, but I realised that I would need a second one, as the front of the kit nacelle would stick out like a sore thumb. Back to Mr Hannant!

Painting, Decalling and Finishing

After fitting the fuselage, wing and booms together (easier than assembling a 1/32 P-38!) on with the primer and then an overall ADC Gray finish from Gunze Sangyo, apart from the upper wing surface, which was white for recognition purposes, with a grey walkway. A decal is supplied for the latter. Eduard masks were very helpful for the canopy, and details like the propeller tips had been painted as I proceeded.

The usual coat of Klear, then the decals, which bedded down well. I opted for the USAF machine, as this had a shark-mouth. The markings show it as based at Danang in 1969. The port fin BuNo disappeared after fitting, probably stuck to my thumb! I would like to have built a very cool black Navy OV-10A, but how to source the decals...

Final touches involved such tasks as putting in place the tail-cone, u/c doors, and antennas. The whip antennas were made from tooth-brush bristles and the line from stretched sprue. I left off the stores, either out of idleness or aesthetics.



The Mohawk

The Mohawk began as a joint Army-Marine program, through the Navy aeronautical bureau, for an observation/attack plane that would outperform the Cessna L-19 Bird Dog. In June 1956, the Army issued a specification, which called for the development and procurement of a two-seat, twin-turboprop aircraft designed to operate from small, unimproved fields under all weather conditions. It would be faster, with greater firepower, and heavier armour than the Bird Dog, which had proved vulnerable during the Korean War. The Mohawk's mission would include observation, artillery spotting, air control, emergency resupply, naval target spotting, liaison, and radiological monitoring. The Navy specified that the aircraft must be capable of operating from small escort class carriers. The DoD selected Grumman Aircraft Corporation's design as the winner of the competition in 1957.

The Air Force did not like the armament capability of the Mohawk and tried to get it removed. The Marines did not want the sophisticated sensors the Army wanted, so when their Navy sponsors opted to buy a fleet oil tanker (!), they dropped from the programme. The Army continued with armed Mohawks and developed cargo pods that could be dropped from underwing hard points to resupply troops in emergencies.

TECHNICAL DATA

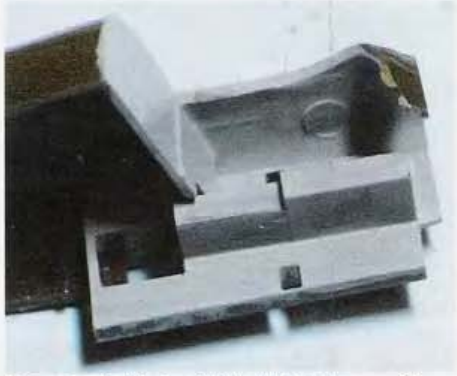
Grumman OV-1B Mohawk

Scale: 1/72	Kit No: C005
Price: OOP	
Type: Injection Moulded Plastic	
Manufacturer: Hasegawa	
UK Importer: Creative Models	
US Importer: Stevens International	

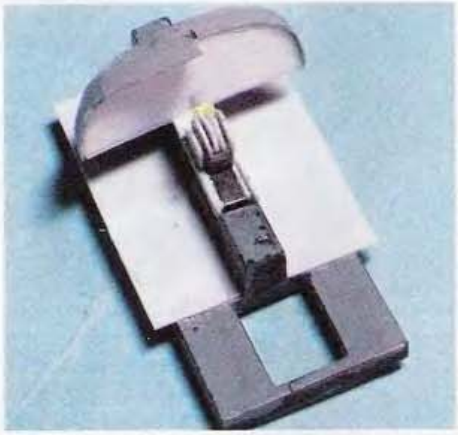
Main build

All of my trio have been described as 'bug-eyed' (pre-requisite for observation) but the Mohawk outdoes the others. By virtue of its shape, it, in my view, really deserves the name 'Dragonfly' (Take the time to look up on the Web the naming procedure for US Army aircraft: very entertaining!). Like all of the trio, the kit is very accurate in outline but it is basic. For instance, despite the small number of parts, it took me a while to realise that one lump of plastic represented the instrument-panel and shroud! In the absence of any after-market items for the cockpit or elsewhere, scratchbuilding, using up remnants of etches for other kits and Reheat generics were called for. One exception was the ejector seats, to replace the kit armchairs, for which I acquired very nice resin items from Airwaves, intended for a Buccaneer. They seem to be near enough the correct Martin-Baker version.

Confession time: I have a thing about building little recce cameras. So, when I saw, in the OV-1 Walk Around, some tasty pictures of the camera set-up, it had to be done! I built the compartment, the camera and even managed to allow the camera to swivel, as it does prototypically, to be aligned with one of three camera

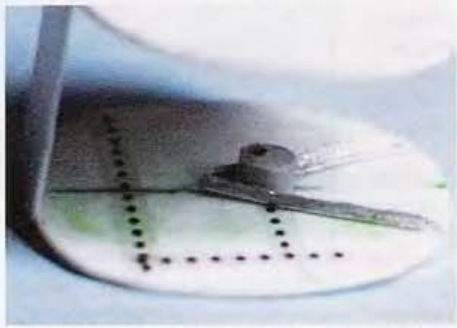


The basic cockpit featured in the old AMT/Hasegawa kit



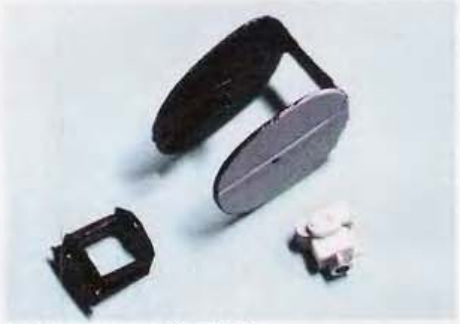
Are we not modellers? Work in progress to improve on the kit parts

The finished interior, with the kit's panel and shroud for comparison



The scratchbuilt recce camera compartment and mounting

The camera cradle ready to fit



In will go camera, cradle and all

It just gets better! The recce camera in situ

Amendments in progress to the undercarriage

The support beam in place for the overhead console

ports. I removed the port hatch section from the fuselage and made a replacement door from thin metal.

The main undercarriage needed a bit of tarting-up, following the Walk Around pictures, and I added a new fork and wheel (the latter courtesy of my spares box) to the nose gear. The kit fork was very unlike and the wheel too small. The last scratchbuilt addition came in the cockpit, where there is a prominent overhead support beam. A piece of square-section styrene, bent, did the trick and some spare instrument etch was fitted on the front end, to simulate the small instrument panel fitted there in the real world.

The rather square SLAR pod struts I streamlined by adding Contrail aerofoil sections and after some juggling managed to fit the pod in the correct position, that is, where it wouldn't foul the undercarriage doors. AMT/Hasegawa don't mark any mounting points. I left off the two very prominent over-wing flare dispensers, as these seem to have been dispensed with (sorry...) by the time of the particular plane I was building. I wondered about the exhaust-pipes on the nacelles, as some pictures show them noticeably protruding. But, again, these seem to be accurate for the aircraft in hand. No armament, just fuel tanks.

Painting, Decaling and Finishing

I like planes that are one overall colour; they suit my level of painting. Humbrol 159 Khaki Drab did the trick, applied by brush. The kit decals were very basic, so I was lucky enough to get what seems to have been the last set of OV-1 IsraDecals from Hannants. They went on well and the old girl scrubbed up nicely. Stretched sprue for the aerial, a wire prop for the tail (as I couldn't fit in much lead) and that was it. A very satisfying build.

The Dragonfly

From 1964-1966, the US Air Force evaluated two modified T-37 trainers, designated YAT-37Ds, as prototypes for a counter-insurgency (COIN) attack/reconnaissance aircraft to use in Southeast Asia, presumably to complement the FAC role of the OV-10A. Following this evaluation, the USAF contracted Cessna to modify 39 T-37Bs into A-37As in 1967. Later that year, the USAF sent 25 A-37As, nicknamed 'Super Tweets,' to Southeast Asia for combat evaluation under the name Combat Dragon. These aircraft primarily flew close air support, night interdiction and forward air control missions in South Vietnam and southern Laos. Based on the successful results of Combat Dragon, the USAF ordered newly built A-37Bs, which had cockpit armour, more powerful engines, redundant flight controls, provision for aerial refuelling and a strengthened airframe. Interestingly, so far as the aircraft's name goes, the websites where old Vietnam hands discuss their experiences always call it 'Dragonfly'.

TECHNICAL DATA	
Cessna A-37B Dragonfly	
Scale: 1/72	Kit No: 1663
Price: £5.99	
Type: Injection Moulded Plastic	
Manufacturer: Academy	
UK Importer: Toyway	
US Importer: MRC	

Construction

The kit is good. There are none of the fit issues of the OV-10 and the detail is excellent. So much so that a number of items on the Eduard etch I obtained seemed superfluous. For instance, the various grills on the fuselage are very well moulded and the etched items added nothing. However, we do get the rather nice 'padding' (flak curtains?) in the fuselage, which I chickened out of scratchbuilding for the other two planes. Equally, the replacement nose wheel well and nose u/c mounting are rather well thought out and the turbine front and rear faces and the replacement deflectors on the pen-nib fairings add good touches. I thought it worth cutting an aperture for the air-brake also, but in asking you to do the same for the FOD guards Eduard have got it wrong. It would be difficult and tedious for me to explain why but scrutiny of the photos/diagrams in the A-37 In Action will make it clear.

It was nice, too, to be able to add nice little torque-links, instead of the kit blobs until the carpet-monster struck and I had to scratchbuild...

Again, there is little of substance I can add about a pretty straightforward build. The kit is well thought out and there are some extremely nice details, such as the moulding of the refuelling probe; very delicate. Equally good is the canopy operating mechanism. To show you how straightforward it all was the longest I took on anything was trying to work out where and how to add the

Eduard's details in the wheel well and cockpit

Etched details also enhance the rear of the engine

Neat deflectors added to the pen nib fairings

An aperture has been cut for the airbrake

The finished cockpit with all the etched parts in place

Neat FOD guards hanging in the open position

The complex SEA scheme finished and ready for decals

Eduard rudder pedals so that I could still fit the Academy control columns! This became something of a marathon, with both pedals following the torque-links into the rug, and my having to use Reheat generics. Small the kit may be, but things like that loom very large late at night! Yes, it is a small kit, even put side-by-side with the other two. A deadly little beast, living up well to the performance of its insect namesake.

Painting, Decalling and Finishing

I left items like the stores racks, u/c doors and the delicate refuelling probe until after painting. As mentioned earlier, the contrast of camouflage schemes added something to this build. I brush-painted the A-37's SEA scheme and it looks good, while Eduard masks once more did the business for the canopy. Navigation lights were fixed on at this stage and I detailed the very well represented ejector seats with Eduard's belts. I did consider, by the way, opening up the nose and modelling the minigun, of which I found some good pics on the Web, but I thought that might be a step too far for me in 1/72. You could legitimately model this plane tooled up till its wings sagged, but I liked it without the clutter.

The decals are many, it seemed to me and my poor old eyes, and go on well. After applying them, the last steps were fitting the canopy and adding antennas from stretched sprue.

Conclusion

Building kits in parallel like this, as a set, so to speak, is something I've not done before and I think I just might do it again. An added perspective, perhaps? Not least it took me into the troubled, connected history of two very different countries.

References

A-37/T-37 Dragonfly in Action: 114, Squadron/Signal 1991

A Lonely Kind of War: Marshall Harrison, Presidio 1989

OV-1 Mohawk in Action: 92, Squadron/Signal 1989

OV-1 Mohawk Walk Around 49: Squadron/Signal 2007

OV-10 Bronco in Action: 154, Squadron/Signal 1995

Accessories Used:

- CMK 7025 OV-10A Interior set for Academy Kit
- CMK 7069 OV-10A Engine set for Academy Kit
- Aeroclub V187 OV-10 undercarriage and seats
- Eduard CX127 OV-10 Paint Masks
- AES72062 Airwaves S2B Mk.6SB Ejection seats
- IsraDecal #51 OV-1 Mohawk US Army
- Eduard #72299 A-37B Dragonfly Etched Details
- Eduard CX109 A-37 Dragonfly Paint Masks

SAMI

JUNE

Sunday 28th

IPMS Coventry & Warwickshire Show
in association with Midland Air Museum. Entrance includes museum fee. Contact the museum on 024 7630 1033 or Stephen 01675 481687

JULY

Saturday 18th

IPMS Roanoke Valley's Virginia Shoot Out Model Show and Contest.
Roanoke Civic Centre Exhibition Hall, 9am – 5pm. Tim Ward +1 540 977 6205 or visit HYPERLINK "http://www.rvipms.com" www.rvipms.com for details

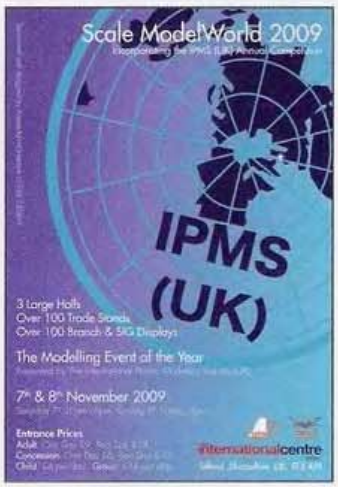
Sunday 19th

Letchworth Showcase 2009
Plinston Hall Letchworth. Bob Parker 01480 891710 robrenparker@sky.com

AUGUST

Sunday 23rd

Avon IPMS 20th Show
to be held at Yate Leisure Centre, Kennedy Way, South Gloucestershire. 10.00 to 17.00, free parking, open competition, club displays, trade stands, refreshments available. Clubs and Traders e-mail Kevin Webb at hippo58@blueyonder.co.uk Other Enquiries contact Mike Lumb 0117 931 5600 (eve)



SEPTEMBER

Saturday 5th

IPMS West Cornwall show
at St John's Hall, Alverton Street, Penzance, Cornwall TR18 2QR. 10.00 - 16.30, Adults £1.50, Children £1. Contact Arthur Johnson (Club Secretary) (01736) 757726 or email: ipmswestcornwall@hotmail.co.uk

Saturday 19th

IPMS Farnborough Modelfest 2009
at Kings International College, Watchetts Drive, Camberley, Surrey GU15 2PQ). www.ipms-farnborough.co.uk

Sunday 20th

Sutton Coldfield Model Makers
Model Spectacular 2009. Sutton Coldfield Town Hall, 10.00am – 4.30pm. Contact Matt Johnson 01827 61155 www.suttonmodellers.fotopic.net

Sunday 20th

IPMS Fenland and Spalding Model Club Wings & Things 2009
sponsored by JB Models at the Grammar School, Spalding Lincs. For more information contact Steve Abbott 01778 347695

Sunday 20th

Rocon 30. IPMS Rochester
present a scale modelling show at the Radisson Hotel, 175 Jefferson Road, Rochester NY. Information via www.ipmsrochester.org

Sunday 27

IPMS Brampton Model Show
Burgess Hall, Westwood Rd, St. Ives, Cambs.
Entry: £1.50 Concessions 50p.Contact: Alec 01480 896949, Please visit: www.bramptonscalemodelclub.fsnet.co.uk Email: bramptonshow@hotmail.co.uk

OCTOBER

Sunday 4th

East Anglian Model Show
Ipswich Town Football Club, Portman Road, Ipswich, 10am-4pm. Adults. For details contact: Kelvin English 01473 657744 / 07921 681303 email kelvin.english@virgin.net

Friday & Saturday 16th – 17th

JERSEYCON - IPMS USA Region 2 Convention
Presented by New Jersey IPMS at the Holiday Inn in Runnemede, New Jersey (In South Jersey off the lower exits of the NJ Turnpike). Theme: 'To the Nines -1939-2009.' Contact Big Bill Schwarz 732-567-3724 (no calls after 9pm) or email tomcatter53@optimum.net. Keep watching our website www.njipms.org for updates

This service is offered free to event organisers who wish to give advance notice of their shows. Send information to:
Events, Scale Aviation Modeller,
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Bedford, MK42 9BJ, UK
Adverts will be run space permitting. Please note, although every care is taken in preparing this section, SAM Publications cannot be liable for any errors and/or omissions.

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BY WILLIAM DE COSTER

Modelmania 2009

Prague, Czech Republic, March 14th

Most readers will know by now the Czech Republic is a busy beehive of modelling activities. This small country with a population of only ten million people hosts many scale modelling events, almost on a weekly basis, ranging from big events, to small local ones. So while I was in Prague in mid March, I grabbed the chance to visit one of them, the 10th edition of Modelmania (1999 - 2009) somewhere in the suburbs of the very lovely capital Praha.

It took me a while to figure out the contest area was on the first floor, while the ground floor hosted plenty of traders, with a lot of products on offer. It was nice to see the people of AZ Models, Tally Ho decals and Attack Hobbies (where I bought a 1/144 scale Su-7UM - where else could I ever do this I wondered ?) offering their latest and many other products.

The contest itself offered a nice balance between armour and aircraft and even figure models had their own fully loaded table. To my delight about 100-150 aircraft models were in the competition, most of them beautifully made. Roughly half of them were in 1/72 and smaller scales, and the other half in 1/48 and larger. These pictures are just a small selection of the total viewing pleasure you could have over the crowded tables.

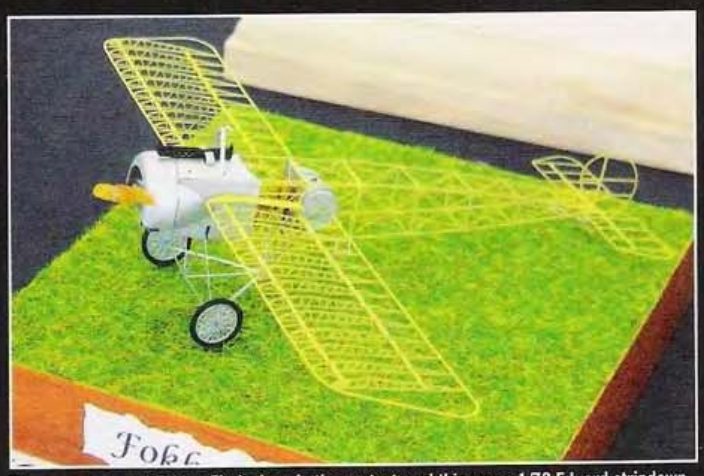
The show surprised me in a very positive way, with many beautiful models and an very interesting traders area, and I will certainly do my best to visit it again next year.

SAMI

Highly detailed 1/72 Special Hobby Fairey Firefly Mk I. Note the open cannon bay and the separated elevator and rudder, not as per kit

Something unusual was this A-Model kit of the Soviet KS-1 Kometa cruise missile in 1/72, built by Vladimir Adame from KPM Bratislava

Highly realistic rivetting on this well detailed 1/72 Avro Lancaster 10MP built by Miroslav Zada


There were several Fokker Eindeckers in the contest, and this was a 1/72 Eduard stripdown version

Bristol's 'Eindecker', the M.1C build by Michal Ovcacik from the lovely 1/72 resin CMR kit

An incredibly fine scratchbuilt Caudron G.III in 1/72

Colourful Arado Ar 76 from the 1/72 RS Models kit built by Karel Pilat

Magnificent 1/72 Grumman E-2C Hawkeye built by Vladislav Seidl

Out of the ordinary was Jaroslav Hatle with his 1/48 Cuban Air Force P-47D Thunderbolt

A true beauty was this 1/48 Neomega Saab J 29 Tunnan built by Miroslav Zada

The 1/48 scale Hasegawa LTV A-7D Corsair II built by Alexander Sidorjak

Special Hobby's 1/48 scale Spitfire Mk Vc built by Jaromir Senft

Another beautiful diorama was this busy maintenance scene on a Me 109G

Jaroslav Šebek build this very original diorama of a museum around three Eduard 1/72 stripdown kits

1/72 Gloster Meteor FR Mk 9 from the MPM model kit

The museum scene was an imaginative and complex piece of modelling

Amazing rivet effect on this 1/48 Hasegawa B5N1 Kate built by Radek Typlt

1/48 ICM P-51B Mustang in Japanese colours, built by Václav Neuman

Rafale Revealed

I enjoyed the Rafale articles in the current issue of SAMI (Volume 15 Issue 6); it is definitely an aircraft which lends itself to exotic colour schemes.

The photograph of the real Rafale M at the foot of page 582 was one of a series I took for an article on French Naval Rafales in Model Aircraft Monthly. During May this year five Rafale M from Flotille 12F deployed to RAF Leuchars to participate in Joint Warrior 2009-01 and I was able to take the attached photograph of the integral crew access ladder in the extended position. Perhaps this might be of interest to readers wishing to add this extra detail to their Rafale whether in French Navy Grey or in colour schemes from more exotic alternative realities.

Yours Sincerely,

Des Brennan
Montrose

SAMI

Spad to be Had

Good to see the Skyraider in June's edition - one of my all time favourite subjects. The reason why is because as a young teenager at boarding school in the early seventies I spent my pocket money in the local model shop on a (already built) model of the Revell Skyraider - think it was 1/40 in US Navy Grey and a full load of HVARs, underwing tanks and a centreline bomb. Most fascinating for me were the number of moving parts - all of the control surfaces hinged, including the flaps, the 3 airbrakes opened in unison with a complicated linkage within the fuselage, the wings folded, there was a detailed engine under the cowling, the canopy opened, the tailwheel and arrestor hook retracted and, most amazingly, if you slid the bomb on the centreline back and forth, the undercarriage doors opened and the mainwheels retracted (including that tricky 90 degree rotation!).

I picked up a copy of this engineering masterpiece whilst living overseas, although I think it has been re-issued in the last few years. Surprisingly it was not included in Revell's Heritage Range - but I would recommend it wholeheartedly to anyone who has an interest in the plastic engineer's art and wants something more than the current 'shake and make' kit to get their teeth into.

I'm saving it for a rainy fortnight!

All the best,

Andy Kime
Via Email

SAMI

Soviet Croc

Something that might interests SAMI readers:

Whilst looking for something else, I came across some colour artwork and an explanation of the finish applied to a Tu-16K-26 'Badger' - the very same one featured in SAMI for May 2009, pages 472-473. In the SAMI article, titled 'Badger Badger', Mike Verier makes an excellent job of building the Trumpeter 1/144 kit - complete with the kit decals of 1883704/Red 08 - featuring a colourful crocodile on both sides of the nose.

In the colour artwork that I found - from the 3/99 issue of the Russian aviation magazine Mir Aviatsya it shows that the crocodile was painted on at a storage depot in the Ukraine and was only applied to the starboard side of the nose. So the single crocodile was only applied

after the aircraft was retired to the storage depot... The text also says that this aircraft was used as a 'target drone launcher/director' aircraft by the Soviet Air Defence Force (PVO) - so it is doubtful that it would have carried the missiles that are supplied in the kit - a fact that Mike alludes to in his article.

Cheers

Ken Duffey
Via Email

SAMI

ON THE SIDE

Lynx Matters

The recent release of the new HobbyBoss Westland Navy Lynx has been criticised due to no BURP rotors, bulged windows, Sea Skuas etc. However, whilst I am sure this would disappoint some, it would seem the bigger picture is being missed.

Firstly, there are still three issues of the kit to come. according to the HobbyBoss website, including a Royal Navy HAS 2 and a HAS 8 and another Dutch/Portuguese machine. The main area of fault with the HAS 3 release, is simply the decal options provided.

Out of the box an early RN Lynx HAS 3 can be made. Indeed, add BURP rotors and the Endurance Lynx can still be made out of the box, as it carries no weapons, has the 'as boxed' ECM fit and does not (in the picture in World Airpower Journal 40 at least) have bulged side windows. Also, an early export Naval Lynx can be built thanks to the flat windows - for example Argentinian and Brasilian machines.

What also seems to have been overlooked is how good a tooling the kit appears to be. I for one will be planning on getting several, as although a higher price than the undersize Airfix kit, it compares well with the Fujimi offering, is better than both, and I certainly look forward to the various Super Lynx boxings in the pipeline.

Alec Smith
Via Email

SAMI

Soft on Dogs

The June 2009 issue SAMI contained an interesting article by Garry Prettyman about the A-1 Skyraider.. Like many other modellers the author painted his A-1 with a soft demarcation between the camouflage colours. I should like to point out that almost all camouflaged A-1's in SEA had hard edges to the patterns. Very good colour and detailed photo's on this subject are on the website skyraider.org

Success with SAMI

Bert van den Broeke
Netherlands

SAMI

ON THE SIDE

Dassault Ouragan

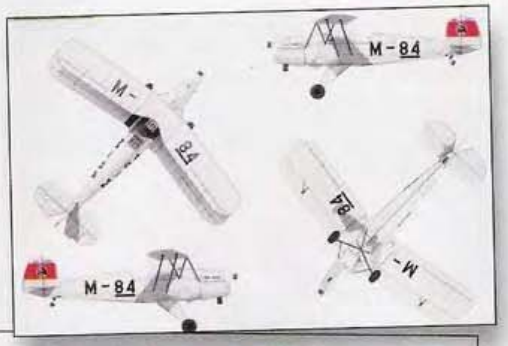
Author: Ra'anan Weiss and Shlomo Aloni
Publisher: Isra Decal Publications
ISBN: 978 965 7220 11 5
Format: Softback, 84pp

The Ouragan entered service with the IDF in 1954 and was the first second generation fighter to enter service in the Middle East. In the air superiority fighter role the type's service was quite short lived, but as a fighter bomber it served until the early 1970s, being replaced by the A-4 Skyhawk.
The book charts the Ouragan's service with the Israeli Air Force from its introduction, through the Sinai campaign, to the Six Day War, and the numerous actions in between. As is normal from Isra many of the photographs in this title have never been published before and these are combined with colour profiles, which clearly show the evolution of the type's camouflage.
This title maintains Isra's reputation as being the ultimate reference for anyone with an interest in the aircraft of the IDF. Isra really excel when they cover types that are not well served in print form, like the Ouragan, and if you need inspiration to dig out that old Heller kit just look at the cover of this book and check out the most aggressive shark mouth ever painted on a fighter!

DF
SAMI

Bucker 131 Colours and Markings

If I want to build a Bucker 131, where do I look? The answer is 'no further than here'. Once again the Czech team of Mark I and 4+ have collaborated on a book designed specifically to help and encourage modellers, and this time round the subject and the execution are both sublime. The attractive little Bu 131 has enormous appeal, and presented here in twelve very differing guises, the reader will find everything they need – including the inspiration – to build a shelf full. The book comes with a decal sheet – in either 1/72 of 1/48 depending on which issue you get – and each of the twelve aircraft covered is the subject of a spread of pages, photographs on the left, colour 4-views on the right. Four additional pages of walkaround shots round things up, and between the images and the detailed captions there is little left wanting.



BOOK
Author: Michal Ovcacik and Karel Susa
Publisher: Mark I.Ltd in co-operation with 4+
ISBN: 978-8086637-12-9
Format: Softback, 28pp

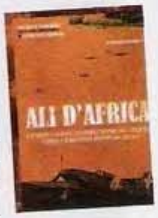
The decals themselves are nicely printed by Aviprint, and offer complete markings for all twelve machines, including German, Dutch, Hungarian, Czech, Swiss, Croation, Japanese, Spanish and Manchukuoan examples. Colour schemes vary widely, and this is one aspect of the package that lends such appeal.

As an aircraft modellers magazine, it is always a pleasure to see books so specifically dedicated to model builders, and we look forward to the next in the series.

Gary Hatcher
SAMI

Ali D'Africa

Author: Micheke Palermo and Ludovico Slongo
Publisher: IBN
ISBN: 978-8875-650-605
Format: Softback, 238pp



This is a book that will appeal to the historian, who likes to find out the background to a model, rather than those looking for building references. Text is English and Italian throughout, and presents the complete story of 1 *Stormo Caccia Terrestre* during the North African Campaign. It is an authoritative and complete account of the pilots and machines deployed by this unit, and features a day by day account of operations, as well s appendices and period black and white images.

Barry Brine
SAMI

Advanced Aircraft Modelling

Author: Various
Publisher: Periscopio Publications
ISBN: 978-960-6740-68-8
Format: Softback, 178pp

An interesting and varied selection of modelling articles collated into a book. Clearly culled from the ranks of the experts, and including a number of pages of Richard Caruana's artwork, this book is a bit of a puzzle. As an enjoyable read, and an inspiration it is very well presented, although a lot of the translation is erratic which is a shame as this is more of a browser's volume than otherwise, and as such the text, and its readability, might be regarded as of some importance.

As to how much precise use a book such as this can be in terms of helping the modeller improve their build, that will depend entirely on the individual. Clearly there will be something of interest to everyone, but for many it will largely be a matter of 'look what we can do'. This aside it is an attractive volume, and if you are one of those time-challenged modellers who dream more than they build, it will no doubt appeal.

GH
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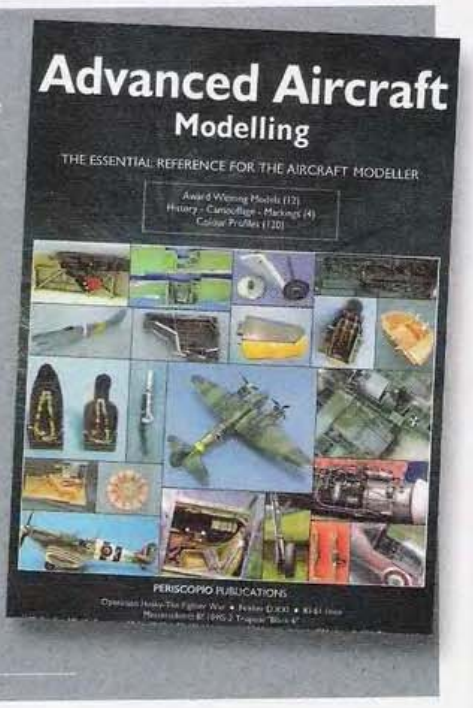


Heinkel He 162

– The Volksjager 'Spatz' from Drawing Board to Destruction

Originally conceived as a mass-produced fighter, to be flown by politically motivated Hitler Youth pilots, the actual 'Volksjager' evolved into an aeronautical and engineering achievement, although developed too late to see anything but momentary service with one unit in the closing stages of World War Two.

Robert Forsyth and Eddie Creek, both well-respected aviation authors, have done an excellent job in telling the story of this revolutionary jet-engined fighter, throughout its design and development, its extraordinary manufacturing processes, in underground caves and bomb-shattered factories, and on into its brief service life with I./JG 1.

Only I./JG 1 was actually converted on to the type, with 1, 2 and 3 *Staffeln* equipped with He 162A-1s, and marked with staffel markings including the famous red arrow on the nose. The hundreds of wonderful contemporary photos and accompanying colour artwork profiles show the often subtle variations in the camouflage scheme demarcations from the various factories, and the colourful unit markings applied.

Robert Forsyth and Eddie J. Creek

Despite its very brief operational career, which, had World War Two lasted a few months longer, might have had a very dramatic effect on Allied air operations, the story of the Volksjager is a fascinating one and this book is unreservedly recommended to all.

Neil Robinson
SAMI

BOOK

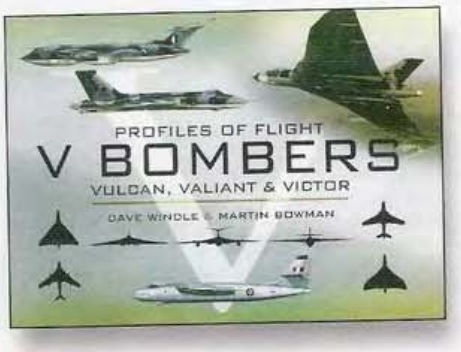
Author:	Robert Forsyth and Eddie J Creek
Publisher:	Classic Publications
ISBN:	978 1 906537 00 5
Format:	Hardback 208pp

Profiles of Flight series

V Bombers – Vulcan, Valiant and Victor

There can be few aviation enthusiasts or aircraft modellers that haven't got any books or references on Britain's trio of V Bombers, and whilst this publication doesn't bring anything new to the table, it is a very competent, if compact, coverage of the Vulcan, Valiant and Victor in RAF service.

Well written and illustrated, with a good selection of photos and eighteen pages of well executed colour profiles, the problem with this book is that the constraints of its landscape dimensions, give it a feel of being a small book, although most of the photos are reproduced to a good size.



BOOK

Author:	Dave Windle and Martin Bowman
Publisher:	Pen & Sword
ISBN	978 1 844158 27 0
Format:	Hardback 64pp

There is a list of Valiant, Vulcan and Victor production and serial numbers, and units, stations and dates the aircraft types operated from – all in all a good general reference source for what were a unique trio of aeroplanes to serve the RAF.

Neil Robinson
SAMI

Stipa Caproni

Author:	Marco Mattioli
Publisher:	IBN
ISBN:	978-875-650636
Format:	Softback, 103pp

Everything you need to know about this fascinating – and astonishingly ugly – aircraft in both English and Italian. If you aim to model this machine, this is a useful history, although reference shots are limited. If early prototype aircraft are your thing, though, they don't come stranger than this!

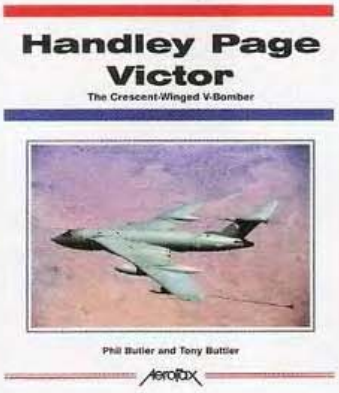
GH
SAMI

Handley Page Victor

This latest title is the last of the trilogy covering the RAF V bombers. Just like all the titles in the Aerofax series it provides a complete history of the aircraft with chapters devoted to development, test beds, and prototypes, as well as anecdotal sections in which aircrew describe operations using the type. The appendices include a complete service history of every Victor produced and the photo gallery at the end supplies seventy photographs covering colour schemes, and each squadron that operated the type.

Though not aimed directly at the modeller this title would be useful to anyone building the old Matchbox kit, recently reissued by Revell, and of course would also be handy for anyone building the new Trumpeter 1/48 example - well OK, a fellow can dream...

DF
SAMI



BOOK

Author:	Phil Butler and Tony Buttler
Publisher:	Aerofax
ISBN:	978-1-85780311-2
Format:	Softback, 144pp

ON THE SIDE

Allied Wings 7

Boeing Fortress Mk. I

Author:	Phil H. Listemann
Publisher:	Phil Listemann
ISBN:	978-2-9532544-2-6
Format:	Softback. 42pp

UK distributors Casemate have passed us the latest in this series, and as before it is a complete and concise account of a specific type, including operational and development history, colour profiles, very good black and white photography and appendices covering operational losses and use in RAF service. Small but perfectly formed.

Jack Trent
SAMI

Hustler

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Price:	£12.99

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1:144 C-17 Globemaster III

04044

Within the last few years, the C-17 Globemaster has established itself as the most important multifunction transport aircraft in the US Air Force. In addition to world-wide supply flights it has become indispensable for transporting wounded out of crisis areas such as Iraq and Afghanistan.

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